

DEMOCRATIC PAPERS
TAKEN OUT TODAY BY
BOSTON CANDIDATES

Tenth District Congressional Blanks Secured for Congressman Peters and Councilman James M. Curley.

DIRECT NOMINATION

Essex County Republicans Are Planning a Big Outing to Be Held Next Tuesday at Marblehead Neck.

The Boston Democratic city committee today began the issuance of nomination papers for the state primaries which are to be held Sept. 27. The papers must be filled out and filed with the committee between Tuesday, Aug. 30, at 7 a. m., and Wednesday, Aug. 31, at 11 a. m.

The candidates for office who took out papers up to noon today included the following: Congressman Andrew J. Peters, for re-nomination in the eleventh district; James M. Curley, for congressman in the tenth district; John Quinn, Jr., of ward 7, John J. Hayes of ward 4 and George Kenney of ward 18 for state councilor in the third district; William J. Donovan and Charles A. Chapman for state senator in the third Suffolk district.

Others were Florence J. Driscoll, for senator in the fifth Suffolk; Henry G. Hitchborn of Revere, for senator in the first Suffolk; former Senator George Monahan and former Representative Joseph J. Murley, for Congress in the ninth district.

Later papers were secured for James A. Hutton, for senator fourth Suffolk district; Martin H. Ryan, for senator, second Suffolk district.

The following papers for representative were taken out: J. J. Kelly, ward 22, Franklin J. Lynch, ward 16, Thomas J. Callahan, ward 25, Isaac Gordon, ward 9; Stephen Guidella, ward 6.

Nomination papers being issued today are for the direct nomination of candidates for Congress in the ninth, tenth and eleventh districts, for councilor in the third district, for the Massachusetts Senate and House in all the Boston wards, for delegates to the state, county and district attorney conventions, and for delegates to councilor conventions for those wards which are in the second and fourth councilor districts.

Arrangements are being completed today for the opening of the fall campaign of the Essex County Republican Club at a big gathering of politicians at the clubhouse of the Corinthian Yacht Club, Marblehead Neck, Tuesday, Aug. 30.

Thomas F. Reilly, chairman of the Democratic legislative campaign committee, has been urging Mayor Fitzgerald today to be a guest at a big meeting of the western Massachusetts Democrats in Springfield next Sunday.

Mr. Reilly tells the mayor that arrangements have been made for a long

SECOND CONFERENCE
ON FISH DOCK SEWER
WILL BE NECESSARY

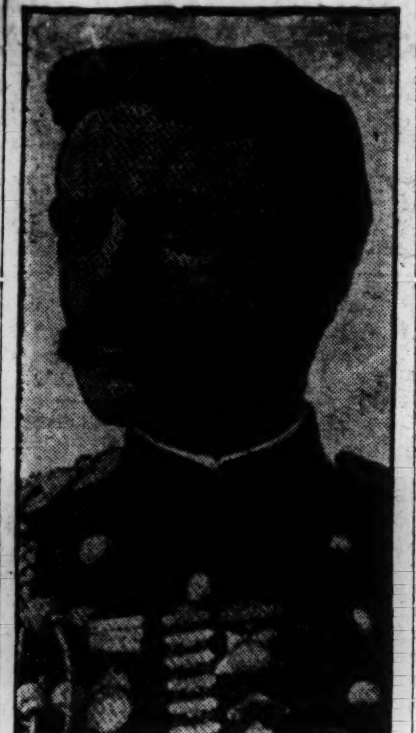
As a result of a conference in the mayor's office this morning between representatives of the Boston fish bureau and city officials a second conference will be held at the office of the state land and harbor commission in an endeavor to arrange a settlement relative to the building of a new sewer from Northern avenue to the Commonwealth docks, where the fish industry is to be located in the near future.

The mayor and Superintendent Rourke of the street department are holding out to make the state pay what they consider a fair proportion, if not the whole, of the expense. The mayor holds that any private institution, after it has rented property, would be obliged to pay assessments on sewer and other improvements. He sees no reason why the state should not do this as well, and as this is a proposition involving upward of \$200,000, he is anxious that the city shall get a fair and square deal.

THIRTEEN BANKS
WANT LYNN BONDS

LYNN, Mass.—Thirteen of the leading banking institutions of the state bid this week for the purchase of its loan bonds. This is the largest number of bidders on a single issue that Lynn has ever had under its new treasurer, Robert E. Ramsdell.

The bonds are of the 4 per cent variety running 10 years and are to the amount of \$60,000. One loan matures June 1, 1920, and the other two July 1, 1920. The Old Colony Trust Company of Boston secured the issue for \$101,032, or only about \$1000 more than the lowest of the 13 bidders.

Wakefield Man Head of
Bay State Delegates to
Veterans' Meeting Today

COL. EDWARD J. GIHON.

Wakefield man who is the commander-in-chief of Spanish War Veterans.

SPANISH WAR BODIES
OF MASSACHUSETTS
ENTRAIN FOR DENVER

The Massachusetts delegation of the Spanish War Veterans, headed by Commander-in-Chief Edward J. Gihon of Wakefield, left the North station at 12:30 o'clock today to attend the seventh annual encampment which opens in Denver at 8 a. m. next Monday. The veterans were accompanied by the members of the women's auxiliary who are delegates to their convention, which is being held in Denver the same week.

The party numbered 85. Several stops will be made to pick up other delegates, some being taken on as far West as Buffalo, N. Y. A party of 54 members of company F, sixth regiment, of Marlboro, went this morning.

The Massachusetts delegation will be one of the largest at the encampment. Commander-in-Chief Gihon's staff comprises Henry A. Treuhardt, adjutant-general, Stephen E. Ryder, quartermaster-general, Charles W. Parker, assistant adjutant-general and George H. Russell, assistant quartermaster-general.

Company F, sixth Massachusetts regiment, will visit the encampment and be Colonel Gihon's escort in the parade. Many of the members of the company served in Porto Rico with Colonel Gihon. The commander is Capt. A. N. Payne of Marlboro.

The fifth annual convocation of the Military Order of the Serpent will be

(Continued on Page Five, Column Four.)

HARVARD AND BOSTON INVITE
THOMAS LIPTON TO AERO MEET

The Harvard Aeronautical Society and the city of Boston through Mayor John F. Fitzgerald have invited Sir Thomas Lipton to be a guest at the Harvard-Boston aero meet during the first week in September by a cablegram forwarded late Wednesday.

Cromwell Dixon's "Baby Zeppelin" dirigible arrived today and is being conveyed to the field.

The Ivernia today brought A. V. Roe's triplane which is entered for the meet and which will be operated by the inventor, the first Englishman to fly. Mr. Roe and a party of friends and foreign journalists will arrive next week, bringing a passenger triplane. The machine that arrived today will be taken to the field by lighter, making four aeroplanes at the grounds.

Jay B. Benton was unable to make his

EXPLODED MILLS
WILL BE REBUILT

The American Powder Mills Company will rebuild at once the three wheel mills at Acton which were demolished by an explosion Wednesday night, it is said at the Boston office of the company today.

The explosion occurred at 10 p. m., demolishing wheel mills 4, 5 and 7. Charles Rogers, an employee of the company, was killed and Daniel Splain and James Radey, also employees, were injured. The damage was said at the company's office today to be between \$1000 and \$1200.

OHIO LEADERS DROP MR. BRYAN.

COLUMBUS, O.—Democrats in Ohio are standing by Governor Harmon rather than William J. Bryan, and it is announced that the Democratic state campaign committee has decided not to invite Mr. Bryan to speak in the state campaign.

COLONEL ROOSEVELT
LEAVES BUFFALO ON
HIS WAY WESTWARD

Guest at Breakfast in Busy Lake City of the Ellicott Club and Bids Adieu While Day Is Still Young.

GOES TO CHEYENNE

BUFFALO, N. Y.—Colonel Roosevelt arrived here from Utica shortly after 6 a. m. today, apparently still full of the spirit evidenced yesterday at Utica when in reply to William Barnes, Jr.'s, statement that it looked like a fight at the state convention against the domination of the former President, he said that the "Old Guard" would have all the fight they wanted.

Mr. Roosevelt was a guest at breakfast of the Ellicott Club and left on his special train about 8 o'clock on his long westward trip to Cheyenne, Wyo., where he is due to arrive Saturday morning and where he will deliver a real talk to the women in that picturesque city. Brief stops will be made at Chicago and Omaha on the way and the former President probably will speak from his car. No set speeches are planned.

He was met at the station here today by an early morning crowd and waved his hand at them as he left the train and hurried to an automobile that carried him to the Ellicott Club.

"I feel that it is just a little more my duty to hunt the crook out of public life, because he happens to be in my own party," declared the colonel at the Ellicott Club. And some 500 Buffalo business men stood up and shouted themselves hoarse, recognizing the old-time Roosevelt, and his determination to fight.

At the close of the breakfast the colonel was greeted with a wild yell as he arose to speak. He began a talk on the need of preserving the water supply of the Great lakes from pollution, but soon shifted from pure water to politics. "We must keep unpolluted the waters of the Great lakes, the most wonderful body of fresh water in the world," said the colonel; "we have also got to act in the field of moral, public and domestic life."

"I believe in pure government and in so believing I recognize no party distinction. If I make any party distinction it is a little more my business to hunt out a crook who belongs to my party than if he belongs to another. Friends, we must keep our eyes fixed. Distrust above all other men, the man who will inveigh the honesty of another. Distrust the demagogue who can't see crookedness in the grafting labor leaders. Distrust him who sees crookedness in the poor man alone and overlooks the financier or head of a corporation."

"Don't let a man think he is to be pitied because he listens to the voice of the corrupt financier. My experience is that a man who goes wrong in the employ of a corporation is a crook from

(Continued on Page Five, Column One.)

HARVARD AND BOSTON INVITE
THOMAS LIPTON TO AERO MEET

proposed ascension in the balloon Boston Wednesday afternoon and will not be able to go up today on account of fog and low-lying clouds. J. Walter Flagg of Worcester will make the ascent tomorrow, if pleasant, and will take up a glass bottle fitted with a valve for the purpose of bringing down a sample of air to be tested by Prof. R. W. Willson of Harvard University. Professor Willson will thus be able to determine the difference between atmosphere at the earth's surface and at an elevation of about 6000 feet. Mr. Benton expects to go up next week.

Mayor Fitzgerald visited the headquarters of the aero meet on Washington street yesterday and this cablegram to Sir Thomas Lipton followed: "Great-aero meet world has ever seen Boston."

(Continued on Page Five, Column Three.)

TAKE NO ACTION
ON PHONE RATES

An official of the New England Telephone & Telegraph Company said today that there was no certainty of the directors of the company holding a meeting today to consider the recommendations of the state highway commission concerning new rates.

The recommendations are so full of statistics that the directors are having the various departments go over them very carefully and the report will be taken under careful consideration by the directors in meeting before any decision is made, according to this official. It was said that probably no statement would be made today.

HALIFAX AS WINTER PORT.

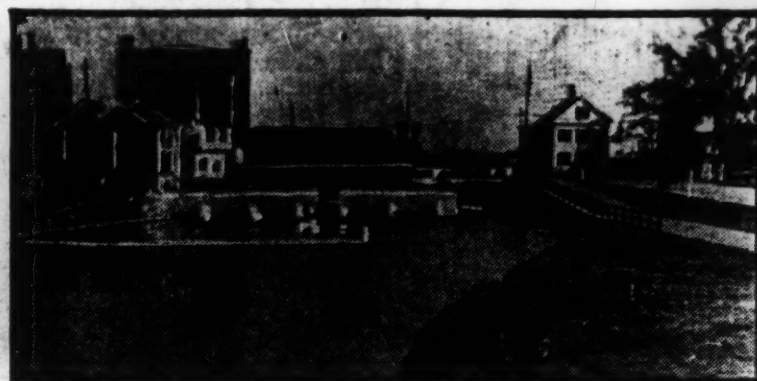
HALIFAX, N. S.—The officials of the Canadian Northern Steamship line have decided upon Halifax as the winter port for the line on this side of the Atlantic. The first sailing will be made from here for Bristol Dec. 7.

Dam Renders Upper Mystic River Fine for Motor Boats

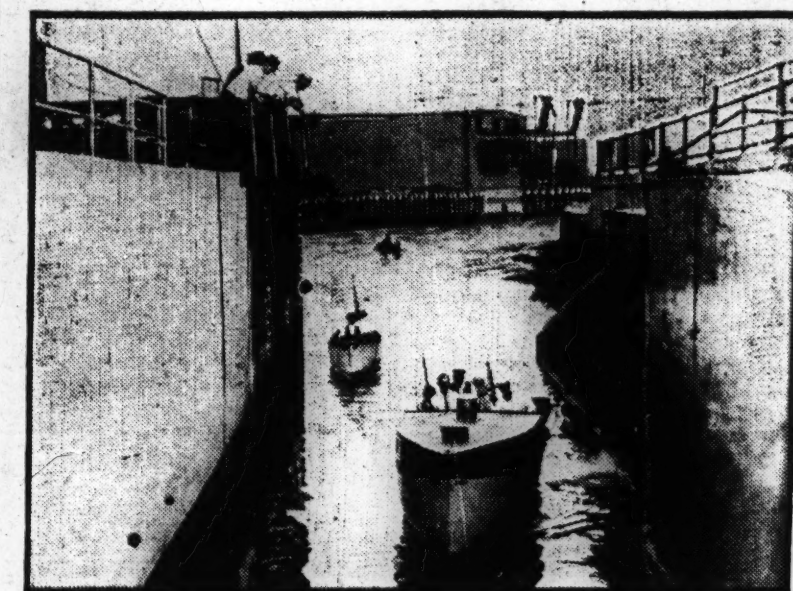
Stretch of water that was formerly not navigable on account of tide is now kept at steady level for power craft.

MOTOR boat enthusiasts are delighted with the extension to the scope of their sport that has been made possible by the damming of the two principal rivers of Boston, the Charles and the Mystic. The Charles River basin has attracted much attention, but perhaps few beside those immediately benefited are aware of the change that the \$125,000 dam and lock at Cradock bridge, Medford, has made in the boating on the upper reaches of the Mystic river. Many people of the vicinity, however, are going through the new lock this week.

Formerly the river was unnavigable during a larger portion of the day because of the tides. After the dam was built, however, the overflow of the Mystic lakes was held back, filling the river to the banks. The channel was deepened, as part of this work, so that motorboats



GENERAL VIEW OF CRADOCK BRIDGE OVER MYSTIC RIVER. The house of E. G. Tewksbury, foreman of the locks, is on the right, where is also a stretch of the new Mystic valley parkway.



THE LOCK OF MYSTIC DAM AT MEDFORD.

Foreman Tewksbury and his assistant are at the raft above and are opening the locks for a passing motor boat.

VIENNA PROFESSORS
AND STUDENTS TODAY
VISITORS AT HARVARD

Students and professors of the University of Vienna, 185 in all, arrived on the Metropolitan liner Yale from New York at 8:30 a. m. today. The other passengers on the fast turbine voted them delightful company, for they entertained with many songs on the trip over. Many of the visiting university men are fine singers and the whole party is really one of the musical organizations of the university.

A reception of 20 German-Americans, headed by Carl Schrader of Belmont, met the group at the pier and escorted them to special cars, which took them in a round-about way to Harvard University.

The party visited the Germanic museum, Memorial hall, and the exhibition of glass flowers, and other points of interest about the university, then went to the faculty room in University hall, where they were received by President Lowell and Professor Walz, acting head of the Germanic department of the university.

The party left shortly after noon for the Hotel Brunswick, Boston, where they were greeted by Mayor Fitzgerald and had lunch. Prof. Heinrich Swaboda and other professors were entertained at the home of President Lowell.

This evening at the Brunswick a typical German kneipe and banquet will be enjoyed at which impromptu speeches will be made by Professor John Walz and Albert Albrecht and others. There will be more singing than speeches.

The reception committee, which met the party at the pier consisted of the following: Carl Schrader, chairman; Prof. Paul Grossmann, secretary; C. M. Ackermann, William Albrecht, C. O. Bertling, Consul Donner, Ernst C. Fasch, P. Hoffman, L. Kopecky, C. Kaufmann, Herman C. Lagreze, E. F. Muehlner, J. Milch, C. Recknagel, A. Rehder, Consul W. T. Reincke, W. A. Rumpf, Dr. Stuart, W. Stoltmann, Prof. John Walz, J. B. Walker, Anton von Werner, H. V. Wilczek, Madames E. C. Fasch, Paul Hoffmann, F. E. Muehlner, Dr. Howard, J. Milch, C. Recknagel, Dr. Stuart.

(Continued on Page Five, Column Three.)

PIERPONT MORGAN
COMES TO BOSTON

J. Pierpont Morgan paid a short visit to Boston today.

He came up from Marblehead at an early hour and was taken across the city from the North station to the South station in a taxicab, reaching the station at 9:40. There he met Vice-President Timothy E. Byrne of the New York, New Haven & Hartford, and while waiting for the 10 o'clock train to be made up, he and Mr. Byrne were engaged in conversation.

Mr. Morgan said: "I just came up from Marblehead this morning and I am going to take the 10 o'clock train for New London, where I will go aboard my yacht and proceed to Newport." He also said there was no business connected with his Boston visit.

MR. PELLETIER RETURNS.

District Attorney Pelletier is back in his office at the court house after a vacation in Canada, and has begun work on the trial list for the superior criminal court.

of largest size can be used all through the picturesque course of the stream, through Medford, touching Arlington, to West Medford, almost to the point where the Mystic begins, at the lower Mystic lake.

The dam at Cradock bridge is one of the finest examples of heavy concrete construction in Greater Boston. Into it are set three gates by which the water in the basin may be maintained always at the same height.

These gates, like the lock, are under the charge of E. G. Tewksbury, who occupies an attractive 2½-story house by

WIRE COMMISSIONER COLE
REPORTS PLANS FOR SAFETY

Mayor Fitzgerald this afternoon received a report from Commissioner of Wires J. E. Cole recommending four acts of legislation in order to strengthen the protection which should be given to line-men and citizens in general from overhead wires throughout the city. Two of these recommendations are statutory and will have to be passed upon by the Legislature, while the other two are matters for the city council.

The first recommendation requires the limitation of the potential which a single wire can carry. At present there is no limit to the number of volts, as high as 15,000 volts sometimes being sent over a single wire. Mr. Cole proposes that the voltage should be much less.

The second recommendation calls upon companies to place five miles of wire un-

derground each year. At present two miles only are required. This means that in time the whole of the wires will be underground.

The first of the two matters for the city council to pass upon are for the reversing of locations of signal wires. At present the police and fire signals are placed at the top of poles and to repair them the linemen have to penetrate through other wires of heavier voltage.

Mr. Cole's plan is to have the lighter wires underneath rather than at the top of the other wires.

The other recommendation is that the height of the wires be reduced. Now the wires must be at least 25 feet above the street level, though in many cases this rule is violated. Mr. Cole proposes that 21 feet should be the new height.

ASSESSORS MEET
SEMI-ANNUALLY
TODAY AT NAHANT

NAHANT, Mass.—Many cities and towns in this state are represented here today at the semi-annual gathering of the Association of Massachusetts Assessors. The largest number came down from Boston on the 11 o'clock boat this forenoon and others joined them at noon by way of Lynn.

The exercises, which followed a shore dinner served at noon, were presided over by President Arthur H. Burton of Worcester. Among the speakers were Mr. Doty of Cleveland, O., who spoke on new systems of appraising property, particularly the Sumer system, which he had a hand in originating in the middle West. A general discussion followed.

John R. Story of the Lynn assessors is chairman of the outgoing committee and associated with him are Asa T. Newhall of Lynn, vice-president; William R. Mendenhall, secretary; Samuel Seeger of Revere and Edwin A. Maxfield of Swampscott. The annual election of officers will take place in December.

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the side of the dam. He is called upon at all hours of the day and early evening to operate the lock, for there is a great deal of pleasure boating on the Mystic now, where a few years ago there were only a few rowboats and rafts being poled about by boys.

Often several boats go through the lock at once, for there is room in its 50-foot length and 15-foot breadth for several craft at a time.

A popular trip for many motor parties is to the Charles river basin and return from Medford, or vice versa. On Saturdays, Sundays and in the evening three or four fast motor boats are always to be seen approaching the lock or departing from it.

Canoes were not forgotten by the designers of the dam, for they are provided with an incline set with rollers, over which they may drag their light craft without waiting for the lock to be operated.

Canoing on the upper reaches was never satisfactory until the building of the dam, both because of the roughness of the water and the fact that the channel became a mere streamlet between expansive mud flats for hours around low tide. All this is now changed, and the trip is not only picturesque and safe, but there is always sure to be plenty of water. Canoeists often were stranded for several hours in the old days by the ebb of the tide.

Good progress is being made on the canal being dug from the point where Alewife creek joins the Mystic river to Spy pond, Arlington. When this is completed Spy pond will have an outlet for the first time, and motor boats and canoes will be able to reach the lovely Arlington pond from all points in Boston by way of the canal and the Mystic river.

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NEW UNION OUT
TO AID STRIKERS
IN NEW BEDFORD

NEW BEDFORD—The strike of the bricklayers employed on the various construction jobs in this city, in sympathy with the strike of the building laborers, was apparently on in full swing today.

Only a few of the bricklayers reported for work today, and as a result construction work on several cotton mills is seriously hampered.

Tentative efforts made here late Wednesday to settle the strike of the building employees came to naught.

The strikers were willing to concede a considerable reduction in the wage schedule they had demanded at the outset, but there was nothing doing. The contractors are not willing to treat with the leaders of the strike movement and claim they will not recognize any union. The meeting was adjourned until this morning at 8:30 o'clock in the Board of Trade building.

BOSTON WOMAN WILLS ESTATE.

NEW YORK.—Two-thirds of the residuary estate of Mrs. Harriet Coles, (Glen Cove, L. I., believed to be worth nearly \$1,000,000, will eventually revert to the Female Guardian Society of New York, which also receives an immediate bequest of \$10,000. Mrs. Coles, who was of the Boston Codman family, left trust funds for relatives and friends.

CHATHAM PEOPLE SEE WHALES.

During the past few days summer visitors at Chatham have been greatly amused by an unusually large school of whales near shore.

WEIGHT OF MILLIONS
OF DOLLARS BROUGHT
INTO HARBOR INQUIRY

Great Business Interests of East Boston at Federal Hearing on the Proposed Change of Waterfront.

FAVOR THE PLANS

Views Presented by Chamber of Commerce, Boston Transit Commission and Other Speakers.

Representatives of millions of dollars worth of business interests in the East Boston district were present today in the United States circuit court room at the public hearing given by the local board of United States army engineers of the war department on the proposed change in the harbor line in accordance with an act of the last Massachusetts Legislature. Col. Frederic V. Abbot, the new chairman of the local board of engineers, assisted Col. William M. Black, who presided. Col. Solomon W. Hoessler also assisted.

George G. Crocker, chairman of the Boston transit commission at the invitation of Lieutenant-Colonel Abbot was the first to address the board. He stated that the board of which he is chairman had been investigating the matter of transportation for many months, but would not be able to report on the findings until January next. The improvements of the East Boston flats had been given particular study by the board, he said, and he believed that they could be improved in many ways for the advancement of business interests in that district.

"The board of which I am chairman," said Mr. Crocker, "requested the Legislature to pass a law establishing a new harbor line such as is now under discussion. The situation in Boston at a present time gives an opportunity for great dock facilities. Our hope in Boston is that by an intelligent use of our flats in East Boston and South Boston we can build up one of the finest dock systems to be found anywhere in the world. We can do business in Boston at less expense than can be done in New York."

"We have flats upon which we can put the best equipment for dock systems and in East Boston and South Boston the waterfront is easily accessible to railroad cars. So far as the East Boston district is concerned it opens possibilities of establishing manufacturing plants, warehouses and great places for shipment. The district should be properly laid out with excellent streets and better railroad facilities. It should not be simply a dock system, for there are opportunities for great factories and cotton warehouses."

"The harbor line should be moved farther out so that the land in the rear can be used for manufacturing purposes. The flats in-laid in this partic-

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WILLIAM A. LARNED
WINS NATIONAL TITLE
FOR THE SIXTH TIME

NATIONAL TENNIS SINGLES CHAMPIONS.

Year. Champion. All-Corner.
1881—R. D. Sears . . . R. D. Sears.
1882—R. D. Sears . . . R. D. Sears.
1883—R. D. Sears . . . R. D. Sears.
1884—R. D. Sears . . . H. A. Taylor.
1885—R. D. Sears . . . G. M. Brinley.
1886—R. D. Sears . . . W. L. Beeckman.
1887—R. D. Sears . . . H. W. Slocum.
1888—H. W. Slocum . . . H. W. Slocum.
1889—H. W. Slocum . . . Q. A. Shaw.
1890—O. S. Campbell . . . O. S. Campbell.
1891—O. S. Campbell . . . F. H. Hovey.
1892—O. S. Campbell . . . F. H. Hovey.
1893—R. D. Wrenn . . . R. D. Wrenn.
1894—R. D. Wrenn . . . M. F. Goodbody.
1895—F. H. Hovey . . . F. H. Hovey.
1896—R. D. Wrenn . . . R. D. Wrenn.
1897—R. D. Wrenn . . . W. V. Eaves.
1898—M. D. Whitman . . . M. D. Whitman.
1899—M. D. Whitman . . . P. Paret.
1900—M. D. Whitman . . . W. A. Larned.
1901—W. A. Larned . . . W. A. Larned.
1902—W. A. Larned . . . F. H. Doherty.
1903—H. L. Doherty . . . H. L. Doherty.
1904—H. Ward . . . H. Ward.
1905—B. C. Wright . . . B. C. Wright.
1906—W. J. Clothier . . . W. J. Clothier.
1907—W. A. Larned . . . W. A. Larned.
1908—W. A. Larned . . . B. C. Wright.
1909—W. A. Larned . . . W. J. Clothier.
1910—W. A. Larned . . . T. C. Bundy.

NEWPORT, R. I.—In a match brimful of brilliant playing on the part of both contestants, William A. Larned of Summit, N. J., five-time champion of this country, defeated Thomas C. Bundy of Los Angeles, Cal., this afternoon three sets to two, 6-2, 5-7, 6-0, 6-8, 6-1, and thereby won his sixth championship title as well as becoming permanent owner of his second championship trophy.

By winning this match, Larned ties the record made by R. D. Sears, the first American champion, these two players now being the only ones to own two national championship emblems.

Larned began to show his great superiority at the very start of the match, as he allowed the Pacific coast player but one game in the first set. The champion's

(Continued on Page Five, Column Six.)

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for an employee
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expense of advertising.

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THE MONITOR EMPLOYMENT BUREAU

NAME	ADDRESS	CITY	STATE

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Name.....

Street.....

City.....

State.....

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and mail direct to The Christian Science
Monitor, Boston, Mass.

The Christian Science Monitor is
read in every city in America.

News of the World Told by Cable and Correspondence

TROOPS TO OPERATE FRENCH ROADS IF EMPLOYEES STRIKE

(Special to The Monitor.)
PARIS.—M. Jaures, the well-known editor of L'Humanite and the leader of the Socialist party in the Chamber, is attracting much attention by the attitude he is taking with regard to the expected strike of railway employees.

For the moment M. Jaures has lost all interest in the Rochette inquiry, although he himself was the instigator of it and was appointed its president, in his devotion to the cause of the railway employees. The editor of L'Humanite states frankly that, though he ignores the plan of campaign of the "Syndicat des Cheminots" he considers himself entitled to give them some practical advice. He says that if a strike is to be declared it would be better to wait the reopening of Parliament—for then this controversy, which is at present the monopoly of the Paris press, would be relegated to the Chamber.

The question that is actually troubling the member for Carmaux is the announcement that has been made on behalf of the government that in the event of a strike they will operate the railroads

by means of the army. Against this M. Jaures protests, quoting the North-eastern railway strike in England, when the men were not replaced by soldiers.

The cases are, however, not parallel, since all the English railways are owned and operated by private owners, whereas in France they are practically state-owned, the interest on a large portion of the capital being guaranteed by the state, and in the event of a company being unable to pay this interest, the state is obliged to make up the loss. When therefore the conditions relating to the railways in France are considered, it is obviously the duty of the government to insure, at whatever cost, the continuous working of the railways in which its interests are so deeply involved. If in the case of a strike they have recourse to the army, the opinion of all, with the exception of the Socialists, will be with them. Referring to the question, M. Jaures declares that this would be a direct veto on the right to strike. That is, however, not exactly the case. The government would not place the army, as M. Jaures says, at the service of the railway companies, but rather at the service of the nation, which is quite another thing. This temporary solution would not in any way prejudice the interests of the strikers as against those of the employers, and it would have the immense advantage of preserving the interests of the third party concerned, namely the traveling public. Once the service of trains is assured, both the syndicate and the companies could settle their difficulties without inconveniencing other people.

MR. MADRIZ MAY TOUCH AT MEXICO

MEXICO CITY.—A stir was created in diplomatic circles today, when a report, said to have come from authoritative sources, reached here that Jose Madriz, deposed President of Nicaragua, will visit Mexico during the centennial celebration next month.

Some time ago he notified the Mexican government that he would send a representative to Mexico's celebration, and at that time the question was raised as to how such an envoy should be received. Foreign representatives felt that if the Nicaraguan envoy were received as other than a private citizen a direct insult would be given the United States, which had refused to recognize the Madriz government. It is hoped here that Senor Madriz will sail for other than a Mexican port.

GERMAN CROWN PRINCE SPEAKS

BERLIN.—Crown Prince Friedrich Wilhelm, in accordance with the precedent set in the case of his grandfather, has been made rector magnificus of the University of Konigsberg. The prince has just made his first important speech in public. He told the rectors that it was the duty of educators to do something more than merely awaken the public to a sense of the weaknesses and failures of the country.

AMERICANS AID JAPANESE.

TOKIO.—Funds for the relief of sufferers from the recent flood have come from several American sources. The sailors of the Asiatic squadron of the American Pacific fleet, now at Yokohama, contributed \$550, and an American-owned foreign newspaper published in Tokio secured \$7000. A donation of \$5000 was made by the American Red Cross through Ambassador O'Brien.

PENNY POST FOR AUSTRALIA.

MELBOURNE, Victoria.—Penny postage within the commonwealth will probably be introduced at the new year.

AT THE THEATERS

BOSTON.
AMERICAN MUSIC HALL—"The Liars."
COLONIAL—"Three Million Dollars."
KEITH'S—Vaudeville.
MAJESTIC—"The Merry Widow."
SHUBERT—"The Shepherd King."

NEW YORK.
ACADEMY—"The Sporting Duchess."
AMERICAN—Vaudeville.
ASTOR—"Seven Days."
CRITERION—"The Commuters."
HARRIS—"Love Among the Lions."
Gaiety—"The Fortune Hunter."
GLOBE—"The Echo."
LAKET—"The Marriage of a Star."
HUDSON—"The Spendthrift."
HAMBURSTON—"Vaudeville."
KEITH & PROCTOR'S Fifth Avenue—Vaudeville.
KNICKERBOCKER—"The Arcadians."
LYCEUM—"The Brass Bottle."
LYRIC—"The Cheaters."
REPUBLIC—"Bobby Burnt."
WALLACK'S—"Alas Jimmy Valentine."

CHICAGO.
AMERICAN—Vaudeville.
CHICAGO OPERA HOUSE—"The Chorus Lady."
COLONIAL—"Madame Sherry."
CORT—"Jumping Jupiter."
GRAND OPERA HOUSE—"Jim the Pen."
ILLINOIS—"The Girl of My Dreams."
LYRIC—"The Midnight Sons."
MAJESTIC—Vaudeville.
POWERS—"Her Son."
PRINCESS—"The Wife Tamers."
STUBBINS—"The Old Town."
WHITNEY—"My Cinderella Girl."

THE KING OF SPAIN IN ENGLAND



(Photos used by permission of the Daily Graphic.)
MOCK BULL FIGHT IN HONOR OF THE KING AND QUEEN OF SPAIN.
The Duke of Westminster, leading, and other members of the house party dressed as toreros, attack the "bull," played by Lord Herbert and 'captain' the Hon. A. Stanley.

(Special Correspondence of The Monitor.)
LONDON.—After spending the Cowes week in the Isle of Wight yachting with Sir Thomas Lipton the King and Queen of Spain traveled north to form one of the house party staying with the Duke of Westminster at Eaton Hall, which is situated in the park, immediately on the outskirts of Chester.

The object of his majesty was to take part in the gymkhana and the polo match between Rugby and Eaton. The match was won by Rugby by 11 points to 7, two of the goals being scored by the King. It was a hard match throughout, and the delight of the crowd in the manner in which the King rounded off his host, who was playing for Eaton, was genuine.

The gymkhana was perhaps even a greater success than the polo match and the joy of the crowd which had roared with pleasure when at the conclusion of the match the Rugby captain patted the King on the back with "Well played, sir!" was increased when he beat the duke in the final for the serpentine pony race. The Queen and the Rugby captain, Captain Miller, won the conundrum race, the King and Mrs. Crichton being second. Then in the midst of the pro-



AT THE POLO MATCH.
The Queen of Spain in the center; Lady Castlereagh on the right.

ceedings a procession suddenly issued from the woods and the King was indulged in a burlesque bull fight. The procession consisted of a party of toreros, matadors, picadors, composed of the gentlemen staying in the house. Behind them at a respectful distance came the bull bellowing violently by means of a motor horn in his inside. For a

Political Doctrines of the Australian Labor Party

Believes in peace, and calls war a relic of barbarism. Favors commonwealth bank.

(Special Correspondence of The Monitor.)

MELBOURNE, Victoria.—The Labor party advocates compulsory military training and an Australian owned and controlled navy. The principle of compulsory training for defense purposes was advocated by Mr. Hughes, Labor attorney-general, in 1902. It met with much opposition at first, but is now accepted by all parties. Mr. Fisher in his policy speech in 1909 expounded a scheme which arranged for compulsory military training, but as Mr. Fisher's government was defeated shortly afterwards his scheme was not put into operation. Since then Australia has been visited by Lord Kitchener, who outlined an elaborate system of national defense. This system will receive the earnest and sympathetic consideration of the Labor government; but Mr. Fisher has not yet announced whether he will accept it without modification.

To the Labor party belongs the credit of having initiated the present policy of naval defense. In 1906, when so many people were urging the necessity of providing a dreadnought for the British navy and appeals were being made to the Fisher government to borrow £1,000,000 and arrange for the immediate construction of an ironclad for that purpose, the Labor party stood alone. They were denounced as being unpatriotic, but Mr. Fisher said in reply:

"I have a scheme of naval defense that I will explain at the proper time. I am convinced your method is wrong, and I would rather retire from public life than yield to this clamor." In a few weeks Mr. Fisher unfolded a policy which has since been endorsed by the British naval authorities. The Labor policy is based upon the principle that Australia can best serve the empire by establishing a naval base in her own waters, and defending her own coasts. In addition, it demands that the naval and military expenditure shall be provided for by means of direct taxation. The Labor party have set themselves resolutely against the old method of financing a loan. In a few months Australia will have a newly organized citizen defense and the nucleus of a navy.

When thus much has been said with regard to military and naval matters, it

must be pointed out that the Australian labor movement is distinctly a peace movement, for it is the outcome of a deep sense of human brotherhood. Its leaders are convinced that war is a costly blunder—a relic of barbarism. They see that it saddles the people with burdensome taxation, entails poverty, suffering and degradation, and retards the evolution of that purer social order to which all their labors tend. Though the exigencies of the political situation may, at present, demand a military establishment, the conviction that arbitration will prove a satisfactory means of settling international disputes, is steadily spreading among the workers of the commonwealth; and they will gladly hail the day when they shall be able to join hands with their brethren across the seas, and abolish war forever.

Commonwealth Bank.
This is to be a bank of deposit, issue, exchange and reserve, conducted as a government department. The outlines of a scheme drawn up by an American, Mr. King O'Malley, minister for home affairs in the present Labor government, have been approved by his colleagues and Mr. Fisher will proceed to carry out the scheme at an early date.

The remaining "planks" of the Labor "platform" may be passed over with little comment. The navigation laws advocated by the party provide for: (a) the protection of Australian shipping against unfair competition; (b) registration of all vessels engaged in the coastal trade; (c) the efficient manning of vessels; (d) the proper supply of life-saving and other equipments; (e) the registration of hours and conditions of work; (f) proper accommodations for passengers and seamen; (g) proper loading gear and inspection of same; (h) compulsory insurance by shipowners, etc., etc.

The Labor party wish to amend the arbitration act so as to provide for preference to unionists, to exclude the legal profession, and to arrange for the inclusion of all state government employees—teachers in the common schools, post and telegraph officials, railway men and police.

Such, then, are the principal political doctrines of the Australian Labor party. A few of these doctrines are advocated by other parties, most of them are condemned. For 20 years the broad principles underlying the Labor party have been preached with unrelenting zeal throughout the country. During the 10 years of federation the number of Labor members in Parliament has been doubled. Twice in nine years the Labor party have been in office. Until the fusion of the Liberals and the Conservatives they held the balance of power. On April 13, 1910, they were returned for the first time with a substantial majority in both houses; and now their real work begins. They frankly recognize that they cannot carry out their program in a day, but they are solemnly pledged to address themselves to the task and they will begin their work by attacking land monopoly, ordering the finances, amending the arbitration act and establishing a system of national defense.

COUNTERFEIT PLANT FOUND.

HONOLULU.—Lee Young, a Chinese, has been arrested in a remote section of the island of Maui charged with counterfeiting.

BERLIN NOTES

(Special Correspondence of The Monitor.)

BERLIN.—It will be remembered that in the speech from the throne at the opening of the Imperial Diet in 1908, the Kaiser declared that one of the most important proposals to be considered in the near future was the reform of the franchise. In spite of the numerous proposals that have been made from time to time by all parties, Prussia is no nearer a reform of her unique electorate than she was before. Referring to this question, the conservative Monatschrift points out that the crown must endeavor to redeem its promise, and is bound to find an administration that will undertake the responsibility, the present government being in opposition to the Reichstag majority. The indirect form of voting is antiquated, and not in accordance with the desires of the Conservatives. These words, published by an influential and widely read journal, should produce some effect.

Rise in the price of meat.

The price of meat is rising not only in this city, but throughout the country with unpleasant rapidity, and a further increase of about 15 per cent in the price is predicted from complete quarters. Even horse meat which, despite all contradictions, is largely consumed by the poor, has gone up considerably in price during the last month. From all, with the exception of the Agrarian contingent, the cry is going forth to "open the frontiers," but hitherto with no result. Germany is not in a position to provide sufficient meat for

her population, and the high duties and exaggerated quarantine restrictions are all in favor of the Agrarian party, who regulate the market. A further appeal will be made almost immediately to the Reichstag to permit the import of foreign supplies.

Christianity congress.

The congress of free Christianity and religious progress has just terminated and has more than fulfilled the expectations of all concerned. Over 2000 visitors participated, 30 denominations and 18 nationalities being represented. Whatever the congress may have been, or not have been, it has proved one thing; that is, that the trend of thought is soaring upward and the orthodox systems are no longer sufficient to satisfy the desires of thinking people. This was clearly expressed in an address by Herambachandra Maitra, the president of City College at Calcutta who took for his subject "Man's Longing for the Infinite." The cultivated Indian, who is an M.A. of Cambridge, England, spoke perfect English, while the Japanese Wesleyan minister, Minami, of Tokio gave an interesting account, in excellent German, of the progress of Christianity in his country. The concluding act of the congress was a banquet, during which a speaker of all the leading nationalities expressed in turn his satisfaction with the management of things, and his pleasure in having taken part in the congress. Many of the visitors left the next morning for Weimar and Eisenach.

Far east journey of Prince.

Concerning the crown prince's journey to the far east opinions in the press differ largely. While one leading paper declares the political importance is great, another is equally positive that politics are beside the question, and the sole object is that of study. A middle course is probably the correct one. I know for a fact that the prince has long wished to see India and Japan, and a journey to those countries would have been arranged last year had it been possible. He is delighted at the prospect, and will be away from November to February. The Emperor of Japan has invited the crown prince to spend a fortnight in Tokio.

SALVAGE BEGUN ON BEDFORD.

TOKIO.—Salvage work on the British armored cruiser Bedford, which was wrecked with a loss of 18 men on the Samarang rocks, off Quelpart islands, was commenced Wednesday, according to information given out by the Japanese admiralty.

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**KOREAN TREATY
SENT TO POWERS**

TOKIO.—The text of the convention under which Korea, the "hermit kingdom," is annexed to Japan was communicated Wednesday to the representatives of the powers. The document, which, according to now established facts, was signed Aug. 22, will be effective when officially promulgated Aug. 29 or Aug. 30.

Baron Hirata, minister of the Interior, summoned the proprietors of all the Japanese newspapers and requested them to publish no unauthorized information regarding the situation in Korea.

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Leading Events in Athletic World

PHILADELPHIA MAKES IT TWO STRAIGHT FROM CHAMPIONS

Chicago Easily Defeats Boston, While Cincinnati Wins a Close Game From the Brooklyn Team.

NEW YORK WINS ONE

NATIONAL LEAGUE STANDING.

	Won.	Lost.	Per cent.
Chicago	75	35	.682
Pittsburgh	66	43	.606
New York	65	45	.593
Philadelphia	56	55	.505
Cincinnati	56	57	.496
Brooklyn	44	67	.396
St. Louis	44	69	.389
Boston	41	74	.357

Games Wednesday.
Chicago 11, Boston 1.
Philadelphia 10, Pittsburgh 5.
New York 4, St. Louis 2.
Cincinnati 1, Brooklyn 0.

Games Today.
Boston at St. Louis.
Philadelphia at Cincinnati.
Brooklyn at Pittsburgh.
New York at Chicago.

Philadelphia made it two straight from Pittsburgh in the National League Wednesday, winning the final game by a score of 10 to 5. Chicago easily defeated Boston again 11 to 1, while New York turned the tables on St. Louis 4 to 2 and Cincinnati beat Brooklyn 1 to 0 in 10 innings.

PHILADELPHIA 10, PITTSBURGH 5.

PITTSBURGH—The Philadelphia Nationals made its least appearance of the season in Pittsburgh and won the game in the sixth inning, when Magee made a home run with the bases full. The score:

Innings.....1 2 3 4 5 6 7 8 9 R.H.E.
Philadelphia.....0 0 0 1 0 10 0 0 10 10 2
Pittsburgh.....0 0 0 1 0 0 0 0 0 0 0 0
Batteries: Ewing and Moran; Adams, Leever, Lefield and Gibson. Umpires: Brennan and O'Day.

CHICAGO GETS THREE STRAIGHT.

CHICAGO—The Chicago Nationals made it three straight from Boston, winning the final game 11 to 1. Curtis was wild in the sixth inning, issuing four passes and forcing in two runs. Evans and no better control, forcing in another tally and making a wild pitch that counted a runner. The score:

Innings.....1 2 3 4 5 6 7 8 9 R.H.E.
Chicago.....0 10 1 0 0 0 0 0 11 10 0
Boston.....0 0 0 0 0 0 0 0 0 0 0 0
Batteries: Riehl and Kling; Curtis, Egan and Graham. Umpires: Kirtley, Ryan and Kane.

NEW YORK BEATS ST. LOUIS.

ST. LOUIS—The New York Nationals won. Lush weakened in the final inning, allowing three runs and losing the game for St. Louis. Score:

Innings.....1 2 3 4 5 6 7 8 9 R.H.E.
New York.....0 0 0 1 0 0 0 0 4 4 1
St. Louis.....0 0 0 0 0 0 0 0 0 0 0 0
Batteries: Ames and Schiel; Lush and Phelps. Umpires: Johnstone and Eason.

CINCINNATI BLANKS BROOKLYN.

CINCINNATI, O.—The Cincinnati Nationals defeated Brooklyn 1 to 0, Rowan having the better of Rucker in a 10-inning pitcher's battle. Rowan allowed only three scattered hits and was never in danger. Rucker was effective up to the tenth inning, when a hit, a stolen base and another single brought home the winning tally. The score:

Innings.....1 2 3 4 5 6 7 8 9 R.H.E.
Cincinnati.....0 0 0 0 0 0 0 0 0 0 0 0
Brooklyn.....0 0 0 0 0 0 0 0 0 0 0 0
Batteries: Rowan and McLean; Rucker and Bergen. Umpires: Rigler and Emslie.

WHITE MOUNTAINS GOLF ON TODAY

JEFFERSON, N. H.—The annual White Mountain golf championship starts today with a big entry list. The tourney will go through Thursday and Friday, the 36-hole finals being played Saturday.

Among the entries are Shelley E. Thayer, H. P. Farrington and A. H. Howard of Woodland, I. U. Small and Brice Evans of Brae-Burn, Tonzo Sauvage of Essex county, J. C. Prindlerford, B. C. Bottom and Frank Carrell of Fox Hills, A. T. Compton Jr. of Lakewood, C. H. Brown, H. C. Richard and L. P. Myers of St. Andrews, T. A. Ashley of Allston, R. E. Decker of Canoe Brook, John Biggs Jr. of Wilmington, C. Armour of Onwentsia, M. A. Willing of Elmout, E. M. Taft of Worcester, Judge Henry Stoddard, C. E. and E. English of New Haven country and A. L. Johnson of Bellevue.

NEW TENNESSEE POWER PROJECT

CHATTANOOGA, Tenn.—The secretary of state has granted a charter for the incorporation of the Eastern Tennessee Power Company of Polk county with a capital stock of \$1,750,000. The incorporators are H. C. Beck, Sherman Beck, J. D. Alsop, R. L. Westcott, and Henry Crumblin, all of this city. The company has secured rights of way from Chattanooga to near Parkville on the Ocoee river, where a mammoth water power plant will be erected. Electricity for manufacturing purposes and an interurban railway line will develop Polk, Bradley, Hamilton and James counties.

M. G. A. OPEN GOLF TOURNEY STARTED

Fine Entry List of Fifty-two Includes the Present Title Holder—Four-Ball Foursomes.

NEW YORK—With an entry list of 52 golfers the open championship of the Metropolitan Golf Association to be held today and tomorrow, started this morning at the Deal Golf and Country Club, promises to be a big success. Alexander Smith, who now holds both the national and metropolitan open titles, is among them, and also the former national champions, George Sargent of Washington, Fred McLeod of St. Louis and Will Anderson of the Philadelphia Country Club, who has held the enviable honor in four different years.

Amateurs and professionals teamed up in best ball foursomes over the links on Wednesday. The event, which was an 18-hole medal play affair for prizes offered by the home club, resulted in "Alec" Smith, national open champion as well as title-holder of the Metropolitan Golf Association, and T. V. Birmingham winning first place with a best ball of 71. This makes the second year in succession that the Wykagyl pair have carried off the honors in the best ball contest. The affair was a curtain raiser to the Metropolitan open championship of today.

Eighty-odd, including many of the most prominent golfers in this section of the country. Jerome D. Travers of Montclair, former national amateur champion, played with Dave Hunter of the Essex County Country Club, while John M. Ward of Garden City had Herbert H. Barker for a running mate. Then there were Oswald Kirby and Jack Hobens, the Englewood record breakers.

In getting their fine score, Smith and Birmingham played admirably. Although Smith played well, his partner came to the rescue on five different holes. In other words, Birmingham saved the situation for his side at the first, fourth, sixth, ninth and eighteenth holes, getting fours at all except the sixth, where he registered a three. Their card read as follows:

Out.....4 5 4 4 3 5 3 4 37
In.....4 3 5 5 5 3 4 4 34-71

Net in order came W. D. Vanderpool, secretary of the Metropolitan Golf Association, and Tom McNamara, the Boston homebred, with a best ball of 72. Although both were strange to the course they managed to reach the turn in 37 and return in 35, which included three of the last two holes. Several other pairs returned cards of 74.

BUZZARD'S BAY SONDER'S LEAD

Beaver, Which Won Governor Draper Trophy, Finishes Third to Seacoon and Bessie II.

MARION—The Beaver, which won the Governor Draper cup in the Spanish-American sonder races last week, was beaten Wednesday in her first race in Buzzards Bay waters. It was not generally known that the famous sonder would make her appearance in the Sippican Yacht Club race Wednesday afternoon. Fortunately the Seacoon, Bessie II, and Helen were entered in the class and a fair trial was assured.

The judges chose the course to Nyes ledge buoy, over 11 miles. There was a splendid southwest breeze for windward work, in which the Beaver excels, but the Seacoon and Bessie II, nevertheless, increased their lead. The Seacoon was sailed in a masterly manner and led over the entire course. The Beaver held second place around Centerboard ledge buoy, but later was passed by the Bessie.

In the Herreshoff knockabout class there was a close finish between the Polly and Anita. The summary:

ONE-DESIGN CATS. Eltime.
Trident V. C. A. Coedige.....20 31
Fiedelins, G. U. Crocker.....24 35
Swallow, I. H. Lionberger.....24 35
Linit, S. Hosmer.....Disqualified

DIS-FOOT HERRESHOFF KNOCKABOUTS.
Polly, F. C. Hood.....39 42
Anita, C. E. Heller.....39 42
Bebekeh, F. W. Hobbs.....40 43
Mecon, Osborne Howes.....42 42

SONDER CLASS.
Seacoon, J. L. Stackpole.....14 58
Bessie II, George C. Thomas, Jr.....14 52
Beaver, George Dabney.....51 62
Helen, D. F. Davis.....52 63
Bandit, J. C. Edwards.....1 57 14

BALL PLAYERS "MERCHANDISE"

CHICAGO—Ball players under the present system of organized ball can rightfully be classed as "merchandise." Under this ruling the board of review has decided that the Chicago American league team is worth \$100,000 and the Chicago Nationals were estimated at a value less than \$1500.

Charles A. Comiskey, owner of the Americans, filed a personal schedule with the assessors this year declaring that the American team was worth \$2547. He itemized it as follows: \$1081 merchandise, \$105 furniture, and \$461 he figured was coming to him from the various persons. Both assessments were confirmed by the board of review.

RATH RELEASED TO BALTIMORE.

CLEVELAND, O.—The Cleveland club has announced the release of infielder Maurice Rath to Baltimore, of the Eastern league. Rath was secured from the Philadelphia Americans in exchange for outfielder Brice Lee.

New York Professional Who Will Compete in the Metropolitan Golf Tourney



H. H. BARKER.
Garden City Golf Club.

RATIONAL GOLF BY JASON ROGERS.

Many of the best known players nowadays use the overlapping grip in putting. They claim that it makes both hands work more in unison, which is so important in a shot requiring the delicacy and accuracy of a putt.

It is an experiment well worth trying by those who are uncertain in their putting when holding the club in the normal way. As previously described, the little finger of the right hand rides on top of the first finger of the left hand. By putting the left thumb straight down the shaft additional steadiness is given.

BUZZARD'S BAY SONDER'S LEAD

Still assuming the putt to be over perfectly flat ground all the way to the hole, seek to bring the club head straight to the ball and hit it exactly opposite the hole. It is easier to do this when the ball is opposite the right foot and very close to the player.

When you have learned to putt straight and for position distances, you can afford to take up the consideration of playing with a cut, or making allowances on either side to equalize slopes or wind conditions.

Accuracy regarding distance straight to the hole is more essential to be always sure of going down in two putts than anything else.

The beginner seldom realizes that a missed putt on the greens counts a full stroke, just as much as any other sort of a stroke.

The average player will spend hours working and practicing to acquire a drive of 200 yards, and yet fail to devote sufficient time to gain confidence on the putting green.

It has often been said that "the man who can putt well is a match for any one," and it is an acknowledged fact that more matches are won and lost on the putting green than at any other stage of play.

POWERS ASSENT TO KOREAN PLANS

TOKIO—All the powers with diplomatic representatives in Tokio have tentatively expressed their government's acquiescence to Japan's annexation of Korea, according to a statement issued today. They have received assurances from the foreign office that Japan will respect the treaty rights of foreign powers with Korea. It is Japan's intention, however, to abrogate independent treaties with Korea as rapidly as possible and enter into new agreements.

When this is attempted, it is expected there will be trouble, as a number of nations now have treaties with Korea which Japan considers disadvantageous to herself.

NEW YORK PAIR WIN CUPS.

POLAND SPRING, Me.—Miss Gladys Robbins and C. S. Inman of New York won Miss Ethel Campbell of Philadelphia and S. B. Sutphin of Cincinnati Wednesday in the tennis tournament of mixed doubles for cups offered by Edward R. Finch of New York and Henry L. Finch of Plainfield, N. J. The score was 6-3, 6-4, 2-6, 9-7.

BUYING GUNS IN FRANCE.

ST. PETERSBURG.—The ministry of war has placed an order for artillery amounting to \$1,450,000 with the Creusot works in France. Many members of the Duma are displeased that the contract will go to France.

DAY WHEN CAPE MAY WAS THE SUMMER CAPITAL OF NATION

In this year, when there are two summer capitals—one on the sound, and a second on the north shore of Massachusetts—it is interesting to recall those days of an earlier Republican presidency, says a writer in the New York Post, when the summer capital lay nearer to Washington, and was undivided; when it brought to Cape May all who had need to call upon one Benjamin Harrison, at his cottage, rented from a member of his cabinet—John Wanamaker.

The white cottage—it is no more—that was for a time the summer executive mansion, stood upon the point, hard by the ancient Carleton and the old Shoreham.

But the politicians pass by Cape May now. Atlantic City, as we call it—the Absecon of earlier generations, and known to oystermen alone—attracts the smaller fry. Politicians of a larger cast must hie them to Oyster Bay or Beverly.

When President Harrison chose this resort as his retreat from office seekers, and his refuge from the summer heat of Washington, the place had already weathered more seasons than the modern summer capitals can now boast. For in those years between the advertisement of the Atlantic hotel in 1801 by Postmaster Ellis Hughes and the occupancy of Postmaster-General Wanamaker's cottage by President Harrison, the population of the place had doubled more than once.

As early as 1815 sloops began running down from Philadelphia, in the season; often requiring two days for the voyage. Commodore Decatur was an early visitor. In 1847 came Henry Clay.

This was late in August, and the summer colony was already partially disbanded. With the announcement of the advent of "Harry of the West," the colony renewed itself and a great deal more. Two steamboats full of admirers came from New York alone, and Horace Greeley besought the Kentuckian to journey north to visit his town, too. But Clay declined.

Transportation facilities had improved since Ellis Hughes' day. The Kentucky statesman left Philadelphia on the morning of Aug. 16, and reached the Cape that same afternoon, making the Mansion House his headquarters. Tradition says that Clay bathed twice daily.

Recounting his conversation with a companion, the writer adds: "Don't forget that Cape May has a future as well as a past." I reminded him. "With the government pouring out millions, and hollowing out the new artificial harbor, the good old days are bound to return. Perhaps Cape May will attract the Philadelphia politicians to it once more, and it ought to be a great water trip down from New York, when that same new landlocked harbor is completed."

BICYCLE TRADE SHOWS DECLINE

WASHINGTON—Bicycling as a pastime is rapidly decreasing in popularity abroad, as well as in this country. Government statistics show a tremendous falling off in exports of bicycles from the United States. Explanation of the decrease is found in the fact, it is said, that bicycles are now used chiefly for business.

When bicycles were at the zenith of their popularity in 1897 they were exported to the value of \$7,005,323. In 1900 the exports decreased to \$3,563,149. During the last fiscal year bicycles exported aggregated only \$620,760. The greater part of them went to the United Kingdom. In Japan local manufacturers are largely supplying the demand.

FINNISH CRISIS APPROACHES.

HELSINKI—A crisis in the Russo-Finnish struggle will be reached toward the latter part of September when the Finnish Diet meets, declared former Premier Leo Mechelin of Finland today. The Diet has ordered the Diet to make the selection of Finnish representatives in the Russian Duma its first business and Mr. Mechelin says the order will be ignored.

NEW WARREN (R. I.) SCHOOL CHIEF.

WARREN, R. I.—Leroy G. Staples, formerly superintendent of schools of Pascoag, R. I., has been elected by the school committee as superintendent of schools here, in place of Clair G. Persons, who resigned recently to take a similar position in Pittsfield, Mass. Mr. Staples is a graduate of Bates College, Lewiston, Me., class 1900.

SEA CAPTAIN CARRIES AUTO.

NEW YORK.—The American bark Carrie Winslow, in from Bridgewater, N. S., with a cargo of lumber, also brought an automobile, which makes sea trips with its owner, Captain Krum, skipper and part owner of the bark. He has leisure in port and uses his spare time running around in his auto.

BIG CARGO OF SPERM OIL.

NEW BEDFORD.—The whaling bark Phineas, bringing into port 2050 barrels of sperm oil, arrived Wednesday after an absence from New Bedford of more than 22 months.

SEYMOUR SOLD TO BALTIMORE.

NEW YORK.—Center Fielder Seymour, of the New York Nationals, has been sold to Baltimore.

PLIMPTON AND GALLAGHER WIN

Will Meet Tomorrow in the Final Round of South Shore Tennis Championship Tournament.

NORTH SCITUATE BEACH, Mass.—The final round in the South Shore singles tennis championship tournament of the Hatherly Club will be played tomorrow afternoon between T. B. Plimpton and W. W. Gallagher, and the finals in doubles are scheduled for Saturday afternoon.

Plimpton won his way to the final round Wednesday by defeating C. R. Currier two sets to one, 4-6, 8-6, 6-0. Currier started out like a winner, but after forcing Plimpton to extra games in the second set, he lost his form and the latter had no difficulty in making the third a love set.

Gallagher won his place by defeating L. H. Martin in straight sets, 6-4, 0-7. Both were hard fought and the victor had to play his very best in order to win out.

One semi-final match in doubles was played, Martin and Gallagher winning from Wilkins and Bates in straight sets, 6-1, 6-0. The summary:

SEMI-FINAL SINGLES.

T. B. Plimpton defeated C. R. Currier, 4-6, 8-6, 6-0.

L. H. Martin defeated L. H. Martin, 6-4, 0-7.

SEMI-FINAL DOUBLES.

Martin and Gallagher defeated Wilkins and Bates, 6-1, 6-0.

ENTRIES IN MEET AT WOOD ISLAND TOTAL 500 BOYS

There will be some 500 individual entries in the final Boston 1915 track meet at Wood Island on Saturday. Some 843 entries are scheduled but some of the contestants will appear in more than one event. The meet will be called at 2 p. m. and directly after the senior 220-yard run a picture will be taken of the entire group. No one will be allowed inside the enclosure except officials and competing athletes. The events will be run off as follows:

100-yard dash—Senior trials, semi-finals and final.
150-yard dash—Intermediate trials, semi-finals and final.
200-yard dash—Junior trials, semi-finals and final.
220-yard dash—12-pound shot—Senior; to take place during dashes.
Putting 3-pound shot—Intermediate; to take place during dashes.

Running high jump—Senior.
Running high jump—Intermediate.
Running broad jump—Junior.
800-yard run—Senior.

Relay—Senior (a) Charlesbank, Marcella street, Charlestown, Franklin Field, North Brighton; (b) Wood Island, Columbus avenue, First street, Roslindale, North End.
Intermediate (a) Roslindale, North End, Columbus avenue, Wood Island, Charlesbank; (b) Charlestown, First street, Marcella street, Franklin Field, North Brighton.

Relay—Junior (a) North End, Charlesbank, Marcella street, First street, North Brighton; (b) Roslindale, Franklin Field, Charlestown, Wood Island, Columbus avenue.

110-yard run—Junior, preliminaries.
200-yard run—Intermediate preliminaries.
220-yard run—Senior preliminaries.
440-yard run—Senior.
110-yard run—Junior, final.
220-yard run—Intermediate, final.
220-yard run—Senior, final.

Relay—Junior, final.
Relay—Intermediate, final.
Relay—Senior, final.
Putting 3-pound shot—Junior.
Running broad jump—Senior.
Running broad jump—Intermediate.
Running high jump—Junior.

ENGLISHMEN WIN AT POINT JUDITH

Ranelagh Defeats Point Judith 8 to 1—In Opening Match Gladstone Beats New Haven 2d.

NARRAGANSETT PIER, R. I.—Two polo matches were played Wednesday afternoon at Wildfield farm under the auspices of the Point Judith Polo Club. The events attracted a large attendance. The first match was for the Gladstone challenge cup, and was played by the Gladstones and New Haven 2d. Gladstone won the event and cups by a score of 13 to 1.

In the second match Ranelagh defeated Point Judith by a score of 8 to 1. River-side Grenfell played with dash and distinguished himself by piling up seven goals for the English team. His playing was a brilliant feature of the game. The line-up:

Special challenge match for the Gladstone cup.
NEW HAVEN 2D. 1. GLADSTONE.
H'cap.
J. C. Rathbone.....0 Harry Rich.....1
R. E. Morgan.....2 Hugh Drury.....3
C. C. Rumsey.....4 W. G. Balding.....5
M. G. Rosengarten.....6 W. G. Loew.....7

Total.....10 Total.....21
Gladstone earned 14 goals and lost 1 goal by penalties; total, 13. New Haven 2d earned 8 goals, received by handics 5 goals, and lost by penalties 1 goal; total, 1.

Special match between Ranelagh and Point Judith:
Ranelagh—Lord Hugh Grosvenor, River-side Grenfell, Earl of Rockingham, and F. A. Gill.
Point Judith—Alexander Brown, M. Stevenson, R. E. Strawbridge and C. B. Smith.
Ranelagh earned 8 goals; total, 8. Point Judith earned 1 goal; total, 1. Referee, H. H. Holmes.

BOSTON PLAYERS WIN.

NEWPORT, R. I.—The final round in a mixed doubles round robin was played at the Casino Wednesday, Miss Eleanor Sears and Nathan W. Niles, Massachusetts state champion, defeating Miss Marion Fermo of Boston and George L. Wrenn, 6-3, 6-4, 7-5.

NEBRASKA CORN IMPROVES.

OMAHA—Twenty million bushels in the estimated improvement in Nebraska corn in the last five days and the crop continues to improve at the same rapid rate.

NATIONAL TROPHY WON BY INFANTRY

Leads Cavalry by 71 Points at Camp Perry Shoot—Marines Heavily Penalized for Unauthorized Coaching.

CAMP PERRY, O.—The United States infantry won the contest for the national trophy, defeating the cavalry by 71 points, 3188 to 3115. Iowa defeated the eastern teams for third honors, scoring 3112, mainly by superb skirmishing. The navy landed in fourth place.

Four western teams that last year ranked in class B got into class A—Wisconsin, seventh, 3101; Colorado eighth, 3086, and Michigan ninth, 3066. Oklahoma, fifteenth, 2994, and the District of Columbia, ranking thirteenth, also leaves class B.

New York, thrice winner of the trophy, fell back to tenth place, three below her 1909 rank. Connecticut scored 2880 and got twenty-seventh place.

The victory of the service shots was decisive enough, but it would have been more so had not the executive officer, Colonel Evans, penalized the marine corps team 1082 points, its entire skirmish score, because it broke the rule against unauthorized coaching from behind the firing line.

Without this penalty the marines' score would have been 3116, giving them second honors, but they are down in forty-second notch, just above Montana, which did not get to the skirmish firing because the team was called home by Governor Norris to do duty at the forest fires.

The navy team also was penalized because Ensign Vossier made no attempt to fire his five shots on the first appearance of his target, and his string of 21 was thrown out. With the marines out of the race, the navy team with these points would have been second, ranking the cavalry.

Minor Leagues

NEW ENGLAND LEAGUE STANDING.

	Won.	Lost.	Per cent.
New Bedford	65	42	.607
Lynn	61	44	.581
Worcester	57	47	.548
Fall River	55	49	.529
Lowell	55	50	.524
Lawrence	55	48	.537
Brookton	42	60	.412
Haverhill	38	68	.360

Games Wednesday.

Lowell 7, Haverhill 0.
Fall River 14, Brockton 5.
New Bedford 6, Lawrence 3.
Worcester 11, Lawrence 2.
Lynn 4, Worcester 1.
Worcester 0, Lynn 0.

Games Today.

Lawrence at New Bedford.
Brockton at Fall River.
Lynn at Worcester.
Haverhill at Lowell.

AMERICAN ASSOCIATION.

Milwaukee 10, Toledo 6.
New Bedford 6, Indianapolis 0.
Columbus 6, St. Paul 1.
Columbus 9, St. Paul 8.
Kansas City 12, Louisville 6.
Kansas City 1, Louisville 1.

EASTERN LEAGUE.

Toronto 2, Newark 1.
Buffalo 2, Jersey City 1.
Providence 2, Montreal 0.
Providence 1, Montreal 0.
Baltimore 1, Rochester 1.

CONNECTICUT LEAGUE.

Holbrook 3, Springfield 1.
Hartford 7, New Britain 6.
New Britain 6, Hartford 5.
Waterbury 4, Bridgeport 1.
Waterbury 7, Bridgeport 2.
New Haven 6, Northampton 1.

TRI-STATE LEAGUE.

Lancaster 6, Williamsport 3.
Johnstown 6, Reading 1.
Harrisburg 2, York 0.
Altoona 1, Trenton

MUSICAL PROGRAMS FOR SATURDAY AND SUNDAY ANNOUNCED

Announcement was made today by the music department of the following municipal band concerts to be given next Saturday and Sunday.

Wood Island park, Aug. 27, at 3:30 p. m.—March, "John F. Fitzgerald," Daly; overture, "Light Cavalry," Suppe; concert waltz, "Wilhelmina," Hall; popular medley, "Remick's Hits," Lampe; selection, "Chocolate Soldier," Strauss; intermezzo, "Roses and Memories," Snyder; "Gems of Erin," Bennett; descriptive number, "Hunting Scene," Bucalossi; entracte, "Mandarin's Frolic," J. S. Cox; finale, "American Melodies," Losey; "Star Spangled Banner."

Wood Island park, Sunday, Aug. 28, at 3:30 p. m.—March, "John F. Fitzgerald," Daly; overture, "Light Cavalry," Suppe; concert waltz, "Wilhelmina," Hall; popular medley, "Remick's Hits," Lampe; selection, "Chocolate Soldier," Strauss; intermezzo, "Roses and Memories," Snyder; "Gems of Erin," Bennett; descriptive number, "Hunting Scene," Bucalossi; entracte, "Mandarin's Frolic," J. S. Cox; finale, "American Melodies," Losey; "Star Spangled Banner."

Marine park, Sunday, Aug. 28, at 3:30 p. m.—March, "John F. Fitzgerald," Daly; overture, "Light Cavalry," Suppe; concert waltz, "Wilhelmina," Hall; popular medley, "Remick's Hits," Lampe; selection, "Chocolate Soldier," Strauss; intermezzo, "Roses and Memories," Snyder; "Gems of Erin," Bennett; descriptive number, "Hunting Scene," Bucalossi; entracte, "Mandarin's Frolic," J. S. Cox; finale, "American Melodies," Losey; "Star Spangled Banner."

Jamaica pond, Sunday, Aug. 28, 3:30 p. m.—March, "John F. Fitzgerald," Daly; overture, "Light Cavalry," Suppe; concert waltz, "Wilhelmina," Hall; popular medley, "Remick's Hits," Lampe; selection, "Chocolate Soldier," Strauss; intermezzo, "Roses and Memories," Snyder; "Gems of Erin," Bennett; descriptive number, "Hunting Scene," Bucalossi; entracte, "Mandarin's Frolic," J. S. Cox; finale, "American Melodies," Losey; "Star Spangled Banner."

Boston common, Aug. 28, Kanrich's band, A. M. Kanrich, leader—March, "Nibelungen," Wagner; overture, "Merry Wives of Windsor," Nicolai; flugel horn solo by T. Mauch, "The Holy City," Adams; selection from "Maritana," Wallace; "Badinage," Herbert; suite, "Peer Gynt," Grieg, a. A. Morning Mood, b. Ase's Death, c. Anitra's Dance, d. In the Hall of the Mountain King; "Nocturne," Chopin; "Reminiscences of Scotland," Godfrey; march, "Cruiser Harvard," Strube.

BROCKTON TRADE BOARD SPEAKERS

BROCKTON, Mass.—The entertainment committee of the Brockton Board of Trade decided at a meeting held yesterday to invite George L. Farley, the new superintendent of schools, to address the board at its meeting Sept. 12, concerning his hopes and plans for the schools of Brockton. It was decided to invite Thomas W. Lawson to address the board at the October meeting.

A committee will wait on Mr. Lawson at the Marshfield fair tomorrow and invite him as the president of the Marshfield Agricultural and Horticultural Society. At both September and October meetings it was decided to have a luncheon.

SPANISH YACHTING MEN START TOUR

MARBLEHEAD, Mass.—Eight of the nine Spanish yachtsmen who have been at Marblehead for the summer, left early today for New York.

Thence they will visit Chicago, St. Louis, Cincinnati and other cities of the middle West on a sightseeing tour. The Spanish yachts are today being dismantled preliminary to the trip back to Spain.

MAYOR ACCUSES SALEM OFFICIAL

SALEM, Mass.—It became known today that allegations have been submitted by Mayor Howard to Herbert F. Wilkins, chairman of the municipal committee on public property, to the effect that a city official has been collecting wages earned by other city employees and retaining some of the money. The committee on public property will hold a special meeting in the city hall at 7:45 p. m. next Monday for investigation.

ARCHIE ROOSEVELT VISITS SIOUX

DEADWOOD, S. D.—Archie Roosevelt, accompanied by Capt. Seth Bullock of Deadwood, has gone to the Sioux Indian reservation to spend a week as the guest of some of Bullock's old time Indian friends. Afterward young Roosevelt will join his father at Cheyenne.

WRIGHT KIN UNITE LABOR DAY

ABINGTON, Mass.—Arrangements have been completed for the annual reunion Labor day of the Wright Family Association at the old Plympton homestead now occupied by Clarence Wright, chairman of arrangements.

ACADIA UNIVERSITY ENDOWMENT

WOODSTOCK, N. B.—At the Baptist convention, the Rev. Dr. Cohoon reported total endowment of Acadia University of \$393,000, of which \$50,000 was added last year.

One Finds Pretty Views on Raft River

Picturesque rocks, moonstones and agates along the Washington stream.



NATURAL ARCHES NEAR MOUTH OF RAFT RIVER. This stream is in the state of Washington. The next river south of it is the Quinalt in which fine salmon are caught.

THE above picture was taken near the mouth of the Raft river, in the state of Washington. It shows some of the many rocks to be seen along the Washington coast. The rocks to the left of the picture form an island when the tide is full and become a part of the mainland at low tide.

There are several natural arches in the center wall of rocks, a few of which can be seen, caused by the continuous wash of the waves.

The only ferry obtainable at this point of the Raft river is an Indian canoe (canoe) which is propelled by an Indian squaw, and the fare is (situm dollar) 50 cents for each person. The squaw lives in a rudely constructed cabin at the south end of the Raft river and one can get a ferry at most any time of night or day.

There are quite a number of agates to be found along the beach between

the Raft and Quinalt rivers. (The Quinalt is the next river south of the Raft river.) These agates are of various shades, from almost clear to dark maroon. A great variety of pretty moonstones, sand dollars and a few razor clam shells are also found.

A few years ago when the writer was traveling along the coast beach between the Raft and Quinalt rivers, he saw a whale on the beach about 80 feet in length, which had been harpooned by the native Indians from their canoes many miles out at sea. The blubber was being cut off in pieces about 24 inches square and 6 inches thick. This was piled on the beach above high water mark to be tried out for future use.

The Quinalt river salmon which are caught by the Indians are considered the best obtainable. The same mode of travel across the Quinalt is in use as that used at Raft river and meets all present demands.

NICARAGUAN VOTING MAY BE GUARANTEED AS TO ITS FAIRNESS

WASHINGTON—The United States may take upon herself to guarantee the fairness of the presidential election in Nicaragua, which, according to the declaration of the provisional head of the government, will be held within six months. It is believed that if everything points to a bona fide election under General Estrada's supervision the United States will gladly maintain its present attitude of an onlooker.

The latest message indicates that Dr. Madriz and his military chiefs are bent on getting to a point more remote from General Estrada's headquarters than Honduras. Dr. Madriz, as president of the court of justice of the Central American republics, resided for some time in Costa Rica, and he may intend to make his future home in that country.

CORPORATION TAX LAW TEST BEGUN

The constitutionality of the law imposing an excise tax on foreign corporations doing business in Massachusetts is to be tested by the New England Dressed Meat and Wool Company, which yesterday filed a petition in the supreme judicial court asking that the treasurer of the commonwealth be required to refund a tax of \$200, which was paid under protest.

The company has a capital of \$1,000,000, which is represented in part by property and business in states other than Massachusetts, and it is claimed that a tax assessed on the entire business is illegal and unconstitutional. Other foreign corporations are to take similar action and the questions raised will be taken to the supreme court of the United States.

GRANGE FIELD DAY IS BIG GATHERING

LEXINGTON, Mass.—Upward of 600 attended the field meeting Wednesday at the farm of Clarence H. Cutler, under the auspices of Middlesex Pomona grange. It was a state grange field day and 40 granges answered the roll call. Granges of other cities were represented.

The committee was as follows: Clarence H. Cutler, master of the Pomona, chairman of all committees; Sylvester F. Robertson of Lexington, Edward E. Flint of Lincoln, Arthur S. Payson, F. L. Barnes of Waltham, H. Wallace of Waltham, Frank T. Marston, master of Everett grange.

BROCKTON CLUB HOUSE

BROCKTON, Mass.—The Brockton Fish and Game Protective Association will probably decide at a meeting Friday evening whether to purchase a lot for a clubhouse at Lake Assawampsett, as recommended to the association by the committee, of which Clarence F. Walker is chairman. Arrangements will also be made for the annual outing at Mayflower Grove, the committee on which consists of Thomas G. Nelson, James Allen and Mitchell Boulette.

MEXICANS BROUGHT TO JUSTICE

WASHINGTON—The consul at Durango, Mex., today reported that Jesus Monarres has been given a capital sentence and Emilio Montenegro 10 years imprisonment for slaying William R. Boggs, Jr., of Winston-Salem, N. C., who was waylaid while going home from a mine at Topia, Mexico, where he was superintending. The American ambassador called attention of Mexico to a miscarriage of justice at the trial.

IPSWICH PAGEANT OF EARLY HISTORY TO BEGIN TONIGHT

IPSWICH—Everything is in readiness for the pageant to be given by the Historical Society on the Brown grounds, County road, tonight and Friday and Saturday afternoon.

More than 250 characters will exemplify the early history of the Puritans in England and after arrival in Massachusetts Bay colony by a series of scenes. A special feature will be scenes during the Andros resistance to the payment of crown taxes, in which movement Ipswich people had a leading part.

An old-fashioned town meeting will be held. The Charles A. Sayward, justice of the district court, who has served for many years as moderator of town meetings in Ipswich, will preside at this meeting. He is familiar with the early history of Massachusetts Bay colony and it is expected that his rulings will prompt much interest and pleasure.

The Rev. Thomas F. Waters, president of the Historical Society, is chairman of the committee of arrangements of the pageant and Margaret McLaren Eager has charge of the pageant. Practically all of the active citizens, together with scores of summer residents, have parts, either in the management or in carrying out the affair.

HIBERNIANS ELECT THEIR OFFICIALS

LOWELL—The Ancient Order of Hibernians of Massachusetts elected officers Wednesday. The new president of the order is John H. Dillon, who is elevated from the vice-presidency, which he held for two years. The only contest was for the treasurer, John O'Connor of Holyoke, president of the Hampden county division, being elected. The other officers were elected by acclamation as follows: Vice-president, William J. McLaughlin, president of the Worcester county branch, and secretary, Jeffrey E. Sullivan of Fall River.

The election for the auxiliary developed many contests. Mrs. Mary A. Cavanaugh of East Boston was unanimously elected president, after Mrs. Catherine O'Keefe of Lawrence had withdrawn. Miss Mary A. O'Reilly of Ware defeated Mrs. Martin Silk of Worcester. Mrs. Susan McNamee of Somerville was elected secretary and Mrs. Ellen Murphy of South Boston defeated Miss Elizabeth Hennessey for treasurer.

At a banquet Wednesday night more than 1000 delegates and guests gathered.

FLOWER SHOW TO END TONIGHT

MANCHESTER—The annual summer flower show of the North Shore Horticultural Society will continue through this evening. The exhibition is held in the large society tent pitched on the grounds of the Essex County Country Club, not far from the clubhouse.

Yesterday was band concert day at the club and many people visited the show and were delighted with the many fine displays, the greater part of which came from the gardens of the more prominent members of the summer colony. The exhibit as a whole was one of the finest the society has ever held and besides the exhibits in the regular classes there were numerous specials.

MEDFORD PASTOR TO LEAVE

The Rev. Clarence L. Eaton, pastor of the First Universalist church of Medford for the past 11 years, has accepted a call recently extended him to become pastor of the Universalist church at Belvidere, Vt. He will leave Medford Oct. 1.

SMITH D. MACKAY PASSES AWAY

NEW YORK—Smith D. Mackay, president of the Jersey Central Coal Company, died yesterday at his home in Jersey City.

News in Brief Gathered Today from Towns and Cities in Massachusetts

BROCKTON.

New rails are being laid by the Old Colony Street Railway Company from Bay street to the Salisbury river bridge and the work will be completed by the end of the week.

The common council this evening will appoint a committee to act with a committee from the board of aldermen in the matter of investigating the bequest of Mary E. Perkins of \$5000 for park purposes. It has been proposed that a part of the money be used for the improvement of Perkins park and the remainder for the development of the park on Salisbury lake.

Peerless Rebekah lodge will have an outing at Highland park Tuesday. The committee consists of Mrs. Louise Leonard, Mrs. Ella Foley and Mrs. Emory M. Wood.

The Waldo Congregational church will hold a meeting this evening to appoint a committee of 50 to raise money for the construction of the new edifice on North Main street. Work will begin on the foundation this fall.

EASTON.

Harmony grange will hold its annual clambake Labor day at Gardner's grove. Barges will be used to convey visitors to and from the grove. A baseball game and sports are being arranged. The grange orchestra will furnish music.

Easton lodge, I. O. O. F., M. U., of Easton has invited Anchor lodge of Brockton to work the blue degree at the meeting of the local lodge Sept. 19. A delegation from the Brockton lodge will accompany the degree team.

The Old Colony Street railway officials, to whom complaint was made of the unsatisfactory running of the cars between North Easton and Brockton, have promised an improvement.

The present inhabitants of the Boys Club farm will return to Brockton Saturday and a new group will appear Monday. Nearly every one of the present group who was not already a swimmer has learned to swim while at the farm.

MALDEN.

The street and water commission will give a hearing this evening at city hall on petitions to lay out and build Edmund street and to erect a sewer in Charles place.

The degree of doctor of divinity has been conferred upon the Rev. L. J. Birney, pastor of the Center Methodist church of this city, by his alma mater, Seio College in Ohio.

Secretary C. E. Ransom of the Republican city committee has returned from Southport, Me. He will furnish Mayor Fall with a list of Republican caucus officers at once and the mayor will probably call a special meeting of the aldermen to act upon them. He will also take an active part in completing arrangements for the city committee outing Aug. 31 at Nahant.

Frank E. Drew is considering becoming a candidate for the common council this fall from ward 4.

MELROSE.

Golden Rule lodge of Rebekahs has been invited by the Daughters of Rebekahs to join in a trolley ride to Bass Point. Members of the local lodge of Odd Fellows will also be invited.

The Rev. Lewis C. Wright of the Methodist church is due home from Europe Saturday.

A special meeting of the board of aldermen will be called by Mayor Moore for Sept. 5 to take action upon the names of caucus officers submitted by the Democrats and Republicans, and to name polling places for the holding of the caucuses.

WINTHROP.

The newly formed Republican Club has secured headquarters at Madison street and it is expected that the rooms will be ready for occupancy Aug. 29. The club will hold a public meeting in the old high school building Sept. 8. Arrangements are being made by Frank E. Cook, president of the club, and William B. Orent, chairman of the executive committee.

The Onwego Club will hold a veranda party with Mrs. Edwin H. Leonard on Aug. 29.

LEOMINSTER.

The golf clubs of Leominster and Fitchburg have been very busy this summer and fine scores have been made. Both clubs will attend the open amateur golf tournament at Worcester Sept. 2, held under the auspices of the Massachusetts Golf Association.

The public schools will open Tuesday, Sept. 6. In the necessary straightening of Lorenzo street the selectmen will probably take possession of a narrow 2-foot strip of land by right of eminent domain.

EVERETT.

The Rev. Willis A. Parker has returned from a six weeks stay as instructor in the Michigan State College, department of philosophy, to resume his pastorate of the Hancock street church of the Disciples.

A committee of John Laing, Charles Waide and Philip H. Voss has been appointed to arrange a second meeting early in September of eligible members for a local camp of Spanish War Veterans.

MIDDLEBURY.

Nemasket grange will hold its annual picnic Saturday afternoon and evening and a degree meeting on the previous evening.

The annual reunion of the eighteenth Massachusetts regiment, of which many Middleboro veterans are members, will be held at Mattapoisett Saturday.

CHELSEA.

The revised bids for the new postoffice in accordance with the drawings and specifications will be opened in about two weeks. The specifications will practically call for a bid of \$10,000 more than the lowest bid on the plan first submitted.

Work is to be commenced on the new A. M. A. church on Pearl street within a very short time. The Rev. W. Williams of Lynn will have charge of the work.

Assistant Secretary Taylor of the Chelsea Y. M. C. A. is at present at Silver Bay, N. Y., where he is attending the conference of the Y. M. C. A. workers and when he returns he will form plans for a boy scout movement in this city.

It is intended to move into the completed wing of the Y. M. C. A. building about the first of November, thus getting the use of the gymnasium, part of the baths and some of the dormitories and educational rooms. The dedication cannot come until at least a month later.

WAKEFIELD.

National Commander Edward J. Gibson, Quartermaster-General Stephen E. Ryder and Assistant Adjutant-General Charles W. Parker of this town left today to attend the seventh annual convention of the Spanish war veterans at Denver, Col., next week.

A brick crosswalk has been built to connect Lawrence and Pleasant streets.

The second game of the series between the Wakefields and the Wakefield Association for the amateur ball championship will be played Saturday afternoon.

Through the efforts of several citizens steps are to be taken by the Boston & Maine railroad to beautify and improve the grounds about the upper station on the Portland division. Among plans to be considered are a new lawn west of the station, shrubbery around the walks, a guard rail on the North avenue side of the tracks and a special enclosure for express and baggage.

LYNN.

The grocery and provision clerks of this city are holding a big outing today at Rosson's grove, Wakefield.

General Electric Company employees will visit Danvers Saturday, under the direction of George Bliss of the publication department.

Several hundred employees of the Rickard-Gregory Shoe Company will hold a field day Saturday at Centennial grove, Essex.

The Red Men of greater Lynn are planning a big parade and demonstration here Oct. 19.

Common drinking cups in public resorts are being replaced by the latest type of sanitary bubble fountains.

WALTHAM.

It is estimated that extending the water mains along Trapelo road will cost the city \$6000 because of the ledge rock which it has been necessary to blast away.

The Republican city committee this evening will set the date for the issuing and filing of nomination papers for the state caucuses.

The name of Edwin A. Bayley of Lexington is being mentioned in connection with the candidacy for the state senatorship of the fifth Middlesex district.

The results of analysis of the city water show the supply to be uncontaminated.

REVERE.

Ocean lodge, N. E. O. P., will hold its annual children's party in Parker hall, Oct. 21. Charles W. Young is chairman. The officers of the grand and supreme lodges will be guests.

Mrs. George W. Murphy, Miss Gertrude Garbutt and Miss Dorothy Good will have prominent parts in the musical and veranda party Aug. 29, at the residence of Mrs. Harry E. Good of Beltingham avenue, in the Beaumont district. The proceeds will be given to St. Paul's Episcopal church.

STOUGHTON.

The Alabama Coon Veteran Firemen's Association of this town had as guests at the state league firemen's muster at Fall River Wednesday, the Campello veteran firemen, and the band of the latter company furnished music for the two companies in the parade.

John T. Hazen is chairman of the committee of arrangements for the annual field day of the Stoughton Baseball Association at Glen Echo park Saturday.

MEDFORD.

The city has purchased a tract of land owned by former Alderman Edmund Pennell on Court street. After the loan is removed, the city will use the property for a sand pit.

The metropolitan park commission will shortly receive a petition from numerous residents along the bank of the Mystic river asking that the Cradock dam gates be opened this fall and the Mystic basin cleaned of weeds and marsh grass.

MARBLEHEAD.

Miss Benah C. Smith of Yarmouth, Me., has been elected to the new position of sewing instructor in Marblehead public schools.

The Spanish sander boat contingent left town today on their return.

Republican caucuses will be held Sept. 28. The contest between Arthur S. Adams and Frank W. Goodwin for representative is the principal one.

The High Cost of Living

Is the problem agitating the American people today? The cost of clothes and furnishings can be materially reduced by using our facilities which are at your service at reasonable cost.

CLOTHES KEPT CLEAN WEAR 50% LONGER

LEWANDOS

America's Greatest

CLEANSERS DYERS LAUNDERERS

17 Temple Place BOSTON SHOPS
234 Bay Street
2390 Washington Street Roxbury
460 Broadway South Boston
1275 Massachusetts Avenue Cambridge
1 Galen Street Watertown

NEW YORK ALBANY PHILADELPHIA WASHINGTON
BALTIMORE HARTFORD NEW HAVEN BRIDGEPORT
PROVIDENCE SALEM WORCESTER SPRINGFIELD
LYNN

DELIVERY SYSTEM IN BOSTON AND SUBURBS

"YOU CAN RELY ON LEWANDOS"

QUINCY.

Plans are being completed for the Labor day parade. Twenty-four unions will take part, also President Charles H. Wilkins of the central labor union.

The Norfolk County G. A. R. and W. R. C. Associations will hold their quarterly meeting at Stoughton Sept. 7.

The Rev. Charles P. Marshall of the Washington Street Congregational church has returned from his vacation.

There will be 50 uniformed police officers on duty at Squantum during aviation week and a score of plain clothes men.

The new police auto and ambulance is expected to arrive in a few days.

HANSON.

Hanson grange has accepted an invitation from the Rev. R. A. Bryant to attend services at the Congregational church Sept. 4. At a meeting of the grange Wednesday evening, housekeepers night was observed.

The firemen have graded the grounds around the hose house at Hardings corner.

The new screen house for the United Cranberry Company is nearly completed and will be ready for the cranberry picking season.

The Bryantville fire department will hold its annual field day next month.

EAST BRIDGEWATER.

A large delegation from the Plymouth County Agricultural Association left this morning to attend the annual fair of the Marshfield society at Marshfield.

Work has begun on the remodeling of the interior of the Unit. Congregational church.

The selectmen announce that the cost of building the new catch basins for the new sewerage system will be defrayed from the highway fund.

The William McKinley camp, S. of V., will hold an open meeting Monday evening at G. A. R. hall.

BRIDGEWATER.

Saturday afternoon there will be a double-header on the local grounds when the New Church team will play the Congregational team and the Baptists will play the Methodists. The New Church team is leading the league.

The Stanley iron works will shut down Saturday night for one week to allow of repairs to the boiler.

The widening of the square in the business section has entirely changed the appearance of the place. The work on the new block at the corner of Broad street has begun.

PLYMPTON.

The Rev. T. F. Norris of the Congregational church has returned from the State Agricultural College at Amherst.

Highway Commissioner Thomas is making repairs on the Winnetuxit road and on the bridge near the White's corner millpond.

Reports from the various cranberry bogs state that the berries are beginning to ripen well. The picking of the early berries will begin soon.

HOLBROOK.

Brookville grange, F. of H., held a lawn party on the Brookville schoolhouse grounds, South street, Wednesday.

A special meeting of the Brookville Baptist church will be held this evening to consider calling a new pastor.

Peerless lodge, N. E. O. P., is arranging to hold an entertainment and sale in September.

The fall term of the public school will open Sept. 6.

WHITMAN.

The tax bills for the year were issued Wednesday by Collector Reed.

Assessors Butler and Churchill will attend the annual outing of the state assessors at Nahant Friday.

It is expected that there will be a number of changes in the teaching force of the public schools before the sessions open in September.

ABINGTON.

Town Treasurer Granville R. Farrar has disposed of the bonds issued by the town for the new concrete standpipe at Beech Hill, at private sale. They are due from 1911 to 1920.

The Rev. J. Paul Dresser, who recently resigned the pastorate of the New Jerusalem church, will close his ministry Sept. 1. He will then go to New York city, where he will become associate pastor of one of the largest churches of the denomination.

McPherson W. R. C. will commence a canvass of the town for additional funds for the soldiers' and sailors' monument.

FIRES ARE QUENCHED AND THE REFUGEES IN MONTANA RETURNING

MISSOULA, Mont.—It is officially reported that the forest fire situation in Montana and Idaho is under control. Hopeful reports come from all directions. Many reported missing were found. The intensity of the flames was greatly reduced by the snow and rain of

COLONEL ROOSEVELT LEAVES BUFFALO ON HIS WAY WESTWARD

(Continued from Page One.)

the start and he will just as quickly, when backed into a corner blackmail that corporation.

"If the people at large pass by the effort to find this crook, if they fail to condemn his actions, they'll have themselves to thank in the end. You are not going to get honesty unless you insist that a man shows honesty to all."

Turning to his left, Colonel Roosevelt said:

"If there are any members of corporations present I hope they will acquit me of any misstep I might have made in my remarks."

Continuing to the assemblage, he said: "I'll fight for the rights of the big man as well as the small man and I'll fight for the rights of the small man as hard as I will for the big man."

Colonel Roosevelt asked whether he had anything to say regarding the political situation in the state said:

"I think my remarks in Herkimer yesterday covered the ground fairly well."

"The fight is on, then?"

"Yes, the fight is on."

On his way to the station the colonel was cheered repeatedly. His train pulled out at 7:30 a. m.

Mr. Roosevelt has already made preliminary plans for the big fight that will come when the state convention gathers at Saratoga on Sept. 27. He realizes that he is heavily handicapped by his lack of a state-wide organization, but he is depending largely on his personal popularity and the issues he will present to win him support.

Before he left the home of his brother-in-law, Douglas Robinson, in the Herkimer hills, at midnight last night, the colonel had begun the work of organizing his forces for the fight. During the afternoon and evening the telephone from the Robinson house was kept busy with calls to and from New York. Lloyd C. Griscom, New York county chairman, and Collector of Customs William Loeb, Jr., who have been connected with the colonel's end of the fight, were getting their instructions.

They will bear the brunt of the skirmishing from now until Sept. 11, for until that time Mr. Roosevelt will be conducting a "long distance" fight from points along the route on his western trip.

There is no doubt that the beginning of the colonel's trip has encouraged him mightily. His more than enthusiastic reception in the heart of Vice-President Sherman's stronghold awakened the old-time Roosevelt fire, and he is now in the fight "for keeps."

If it comes to a scrimmage between the Taft-Roosevelt-Hughes and the Woodruff-Wadsworth-Barnes forces at the coming Republican state convention, Postmaster Fred Grenier, Republican leader in Erie county, will be found allied with the former side. After a talk with Colonel Roosevelt in this city this morning, Mr. Grenier issued the following statement:

"I have always been with Mr. Roosevelt. I am now and I expect to be always."

DUNKIRK, N. Y.—(On board Roosevelt train)—Some 500 railroad men crowded about the Roosevelt special train at Dunkirk, shouting, "Teddy! Teddy!"

The colonel made a short speech extolling the railroad men in these words: "He is a sturdy type of American citizen—one of the most efficient. He knows how to work individually—each man for himself—or in combination, and he knows how to obey orders."

As the colonel turned into the car an enthusiastic crowd shouted:

"Do them up in the convention, Teddy!"

Mr. Roosevelt faced the crowd and the Roosevelt smile spread over his face. He waved a Roosevelt fist and the train pulled out with the crowd yelling madly.

Mr. Roosevelt has been invited to go to the Press Club when he arrives in Chicago tonight, and he may accept.

CHICAGO—Colonel Roosevelt will arrive here at 9 o'clock tonight. The colonel will be in Chicago only an hour and 15 minutes. At his request there will be no reception by the Hamilton Club, as had been planned. Mr. Roosevelt said that he wished his visit to be as inconspicuous as possible.

The former President will stop here, on the return trip east on Sept. 8 and deliver an address.

The Roosevelt car will be attached to the Los Angeles limited, which leaves at 10:16 p. m. for Cheyenne. Another car for a party of personal friends of the colonel who are to accompany him on his western trip, will be added to the train here.

A few of the colonel's Chicago friends will call on him at the station during his brief stop here.

ALBION, N. Y.—The Republican convention of Orleans county Wednesday instructed delegates to the state convention, headed by former Senator L. Hammond, to favor Theodore Roosevelt for temporary chairman over Vice-President Sherman.

NEW YORK—William Barnes, Jr., will have a conference here today with Timothy L. Woodruff, chairman of the Republican state committee relative to outlining a campaign against Colonel Roosevelt at the state convention Sept. 27, in order to save the prestige of the old guard in the state.

This is one of the direct results of the squander yesterday by Mr. Roosevelt an

DEMOCRATIC PAPERS TAKEN OUT TODAY BY BOSTON CANDIDATES

(Continued from Page One.)

speech from him, and the mayor has promised to do what he can to satisfy those who have been kind enough to make the invitation. He doubts very much if he will be able to accept.

This meeting will be one of the biggest held in the western part of the state in several years. It is planned to have Democrats from all over the western section gather at Springfield and big delegations will be present from Springfield, Holyoke, Northampton, Greenfield, and North Adams.

Senator Henry Cabot Lodge will outline the issues and explain the salient features of the problems confronting the party in Massachusetts this fall. Other speakers scheduled are: Gov. Eben S. Draper, Lieut.-Gov. Louis A. Frothingham, Secretary of the Navy George von L. Meyer, and John Hays Hammond. President Allen T. Treadway of the Massachusetts Senate, Speaker Joseph Walker of the House, Congressman Gardner, Lawrence and Weeks, together with the presidents of the Middlesex, Norfolk and Plymouth clubs are among the invited guests.

The Essex club has a membership of about 400 and a large attendance is expected. Dinner will be served about 1:30 p. m. The Hon. Joseph N. Peterson of Salem is president of the club, William F. Searle of Danvers secretary, and the Hon. E. G. Frothingham of Haverhill treasurer.

Plans were made for booming the campaign of Judge Robert O. Harris of East Bridgewater for the Republican nomination for congressman in the fourth district at a gathering of prominent Republicans of the district at the University Club late Wednesday. Officers were as follows: Chairman, George W. Stetson of Middleboro; vice-chairman, Stewart B. McLeod of Brockton; secretary-treasurer, Charles L. Nutter of East Bridgewater.

Reports are reaching the Democratic state headquarters daily that unusual interest is being shown by voters of the state in the petitions which are being circulated in every representative and senatorial district with the object of securing at the coming fall election a state-wide referendum on direct nomination of members of the state Legislature.

It is said that from present indications this number of signatures will be readily obtained.

Former Alderman Thomas J. Giblin of East Boston has announced that he is a candidate for the Democratic nomination for congressman in the ninth district. A statement is expected soon from David B. Shaw stating that he, too, is a candidate for the nomination. Congressman John A. Keliher, who is a candidate for renomination, and William F. Murray have been in the field for some time. Mr. Murray having just begun active campaigning.

Chairman Charles E. Hatfield and Secretary Charles S. Groves of the Republican state committee will go to Salem this evening to confer with the Republican leaders of the second Essex senatorial district.

CANVASS TOWN OF WINTHROP.

An important movement on the part of the Winthrop Republican Club is a thorough canvass of the town to obtain definitely the political standing of every voter. In local politics, the Town Government Association and the Civic League have been the opposing parties and Republicans and Democrats have worked together. The committee appointed for this work consists of Robert D. Brown, Eugene B. Whittier, William Sanby, Whitman E. Smith, Jr., and J. Davidson.

CHANNING HOWARD OUT OF RACE.

Channing Howard has sent a letter to a prominent politician and personal friend in Winthrop stating that business reasons make it seem best that he should withdraw his name from the list of candidates for representative from this district. This, it is understood, will leave the field practically clear for Alfred Tewksbury.

BROCKTON IS KEEN OVER CONVENTION

BROCKTON, Mass.—Aside from Providence, R. I., where from Aug. 31 to Sept. 3 the third annual convention of the Atlantic Deepwater Waterways Association will be held, Brockton is most interested of all the cities in the country. This is the home office of the New York, Brockton & Boston Canal Transportation Company, which is certain that the Brockton canal, so called, will become a reality before many years.

Judge Loyd E. Chamberlain, president of the Massachusetts State Board of Trade, will be a delegate to the convention from the Massachusetts organization, also from the Brockton Board of Trade, and will be one of the speakers. The Brockton Board of Trade will also be represented by President Horace A. Poole, Vice-President Arthur H. Andrews, Thomas A. Norris, Col. John J. Whipple, Herbert E. Guy, Martin Dolan and other members who are much interested in the waterways problems.

Mr. Barnes' statement that "it looks like a fight" in the state convention to prevent the domination of Mr. Roosevelt. The former President at Utica in reply to this said:

"They will have all the fight they want."

YOUTH'S HEROISM SAVES TWO GIRLS

WASHINGTON—A story of heroism was brought here today by members of a Potomac river swimming party who saw Courtney Taggart, a prominent Washington youth, give his life to save two sisters of his fiancée.

The girls late Wednesday went out beyond their depth, when Mr. Taggart, an all-round athlete, though poor swimmer, plunged after them. He supported both in his arms, holding them above water, though his own head was submerged, until they were picked up by a sailing boat. When the girls were taken aboard the boat, he sank.

HARVARD-BOSTON AERO INVITATION TO THOMAS LIPTON

(Continued from Page One.)

ton Sept. 3 to 13, auspices of Harvard Aeronautical Society. Harvard Society and city of Boston invite you to be guest. JOHN F. FITZGERALD, Mayor.

Mayor Fitzgerald issued a statement in part as follows: "The management of the Harvard Aeronautical Society is to be congratulated upon the splendid work that it is doing. The people of Boston should be and I think are, grateful for the manner in which this meet is being handled. It will result in bringing thousands of people to this city who have never visited it before. Boston should be made the mecca of the people of North America. Not only have we the historical associations here which are splendid attractions in themselves, but our situation on the edge of the Atlantic with the beautiful North and South shores, is among the most attractive spots in the world. A meet like this is bound to be of the most helpful character."

Mayor Fitzgerald assured the contest committee that a suitable landing place would be roped off on Boston common Tuesday in which Cromwell Dixon's dirigible could rest while Mr. Dixon is carrying invitations to the meet to Governor Draper and the mayor. Mr. Dixon will not deem it advisable to undertake the flight in a wind faster than 3 miles an hour and his craft is fitted with air chambers and corks so that it will float in the event of a forced landing in the water. He can remain in the air under ordinary conditions two hours before landing to refill his gasoline tank.

Mr. Dixon has received a pleasing request from a little Brooklyn girl, daughter of a prominent citizen and not yet in her teens for a ride with him in his dirigible. He has been obliged to refuse the request since his dirigible is not suitable for taking passengers.

A. D. Peck has been appointed by the contest committee official starter of all events at the meet. Prof. R. W. Willson with a corps of assistants is giving special attention to the details necessary to ascertain the elevations attained by the competitors by triangulation and other methods. Lieut. L. J. Mead of the United States navy has been specially designated to assist John Ryan in arranging for the bomb dropping contest. Lieutenant Mead's observation will be a matter of record, although he is not officially appointed by the department.

"William A. P. Willard, Jr., has extended an invitation to Mrs. Curtis Guild, Jr., through former Governor Guild, to make a flight with his son, Charles F. Willard, who will fly a Curtiss machine at the Boston meet."

John Ryan, son of the financier, Thomas F. Ryan, spent part of Wednesday on the field with Manager Adams D. Claffin. He is a member of the National Aero Club and is one of the amateur enthusiasts at Mineola, L. I., where he has been experimenting with Clifford B. Harmon in dropping bombs on an imitation battleship from an aeroplane in rapid flight.

Mr. Ryan came to perfect plans of the deck of a full-sized battleship. He works in connection with the United States navy in such contests. There will be a detail of officers from the navy to observe and judge these contests with the contest committee.

Graham White, the other distinguished English aviator, will arrive in Boston on Tuesday aboard the White Star liner Cymric with his Blériot monoplane. Several of the French monoplane pilots are also expected during the week. All of them will be taken to the field on lighters.

NEW YORK—The board of governors of the Aero Club of America decided at a meeting here Wednesday to invite Glenn H. Curtiss and two other American aviators to defend the Gordon Bennett international speed trophy, which Mr. Curtiss won last year at Rheims. His two associates will be selected in elimination trials during the early days of the coming international meet here.

Charles K. Hamilton has announced his intention to compete. He has built a new biplane, modeled after the Curtiss design, but equipped with a 115-horsepower motor, which is more than twice the power of the motor used by Curtiss when he won the trophy. What the Wright brothers' plan will only be known when their machines take the air. They have promised five entries. A cablegram was sent to J. Armstrong Drexel inviting him to take part in the elimination contest.

LONDON—Before sailing on the Cymric for Boston to take part in the aviation meet at Atlantic, Mass., Claude Grahame-White (the English aviator who made the plucky attempt to win the London-to-Manchester prize), which was seized on his grasp by Paulhan, told of his plans:

"I am giving exhibition flights near

SPANISH WAR BODIES OF MASSACHUSETTS ENTRAIN FOR DENVER

(Continued from Page One.)

held in the Auditorium and Supreme Court Building. L. White will be established in the Albany. Commander Gihon and staff will be quartered at the Brown Palace hotel.

In delegate representation the encampment will be the largest of any in the history of the S. W. V. Representatives will be present from many points outside the United States. Charles E. O'Donnell of Havana will represent the department of Cuba. Gen. H. H. Bandholtz comes from the Philippines and Samuel G. Wilkinson from Porto Rico. Delegates will also be there from Alaska, Panama and China.

The itinerary of the Massachusetts delegation follows:

Sunday—Arrive at Denver, seeing Denver, evening reception to Commander-in-Chief Gihon.

Monday—Encampment opens at 8 o'clock, parade of S. W. V. reception to Colonel Roosevelt, banquets at Press club and Stockmans, parade of Serpents, conferring of degree Katipunan.

Tuesday—Examining session, evening reunions of regiments, army of Philippines, campfire.

Wednesday—Encampment in session, election of officers, excursions, session adjourns after selecting next city for encampment.

Thursday—Excursion to Colorado Springs and Manitou, visit to Pikes Peak, Garden of Gods and Georgetown loop.

Friday—Visit Pueblo, Rocky Ford, Dodge City and La Junta, start for home by way of Kansas City, St. Louis, Detroit and Niagara Falls.

The auxiliary to the S. W. V. will also hold its convention in Denver, with headquarters at the Savoy hotel. The national auxiliary will tender a reception to Commander-in-Chief Gihon and staff Sunday evening at 8:30 o'clock at their hotel. Ida M. Galloway of Washington is president-general and Ruth M. Griswold Pealer is secretary-general.

The delegates are: Edward J. Gihon, commander-in-chief; Henry A. Treuthardt, adjutant-general; Stephen E. Ryder, quartermaster-general; Charles W. Parker, assistant adjutant-general; George H. Russell, assistant quartermaster-general; Henry J. McCammon, department commander of Massachusetts; Richard R. Flynn, national aide; Napoleon L. White, grand gu gu, Military Order of Serpents; Willis W. Stover, national C. of A.; Ralph B. Eastman, department adjutant; George P. Field, department quartermaster; Joseph V. O'Leary, S. V. C., Roger Wolcott camp; William B. Munsil, camp 10, Newton; Walter S. Hale, past commander-in-chief; Charles W. Newton, past commander-in-chief; General Goodale (retired), camp 39; John F. Elkins, camp 41; Col. Edward F. Glines, camp 41; Gen. William Stopford, camp 42; Thomas Fraser, camp 16; Chaplain William F. Dussault, Past Department Commander Maurice Simmons and Capt. Adna G. Clark, U. S. A.

The women's auxiliary delegates are: Dept. Pres. Margaret De Witt, P. D. P.; Dr. Laura A. Hughes, Mrs. William B. Munsil, Mrs. Harriet N. Perkins, Mrs. Pauline McLellan, Mrs. Louise T. M. Parker, Mrs. Stephen E. Ryder, Miss May Cutter and Mrs. E. F. Paul.

DENVER-BUFFALO SHOW INCREASES

WASHINGTON—The census bureau today announced the 1910 population of the following cities, with changes since 1900: Buffalo, N. Y., 423,716, increase 71,328, or 20.2 per cent; Denver, Col., 213,381, increase 79,522, or 59.4 per cent; Paterson, N. J., 125,600, increase 20,429, or 19.4 per cent; East Orange, N. J., 34,371, increase 12,865, or 59.8 per cent.

PRESTON DENIES GUILT.

Francis Preston, a postal clerk in the Newton Center postoffice, pleaded not guilty to the charge of larceny of letters from the mail before United States Commissioner William H. Hayes today at the federal building and was held in \$1000 bonds for the federal grand jury, which will convene next month. Preston was arrested about two weeks ago after many complaints had been lodged with the postal authorities that letters had been misused.

RUSSIAN ADMITTED TO BAIL.

Julius Venzol, arrested in Boston a week ago by federal officers for the Russian government, charged with being a fugitive from justice, was admitted to \$5000 bail this morning by United States Commissioner William H. Hayes. The charge in Russia against the defendant is the larceny of about \$51,000 from the mails.

Boston between Sept. 3 and 13. On Sept. 24 I am due at San Francisco, where I am to give exhibition flights until Oct. 4. Then I return to New York for the international meet on Long Island. In the interval between the Harvard and Frisco engagements I may compete for the World-Pot Dispatch \$30,000 prize for the New York-St. Louis flight."

PHILADELPHIA—The balloon Philadelphia II, which holds all the local records for ascensions, exploded today at Point Breeze. Dr. Thomas Eldridge, president of the Philadelphia Aeronautical Society, who was about to enter the basket, and several spectators were near at the time.

WEIGHT OF MILLIONS OF DOLLARS BROUGHT INTO HARBOR INQUIRY

(Continued from Page One.)

ular case are owned by the city of Boston or the commonwealth of Massachusetts. The East Boston Land Company might own a small portion of them, but it is not as great as the land controlled by the city or state.

"Briefly what we want in Boston is to handle freight cheaper and more expeditiously than ever before. Then business will be on the advance."

Colonel Abbot inquired if Mr. Crocker desired to go on record as in favor of the proposed change in the harbor line.

"I do not see why it should be adopted now as six months or a year from now," replied Mr. Crocker. "Personally I think if a delay of six months would be better in the end, for then no mistake would be made. I am not in favor of the immediate adoption of the proposed change. I think it would be better to wait a few months and study the question then to go ahead and make a mistake, perhaps interfering with certain business interests."

W. Rodney Peabody, representing the metropolitan committee of the Boston Chamber of Commerce, next addressed the attention of the board of army officers to the fact that in 1907 the Governor of Massachusetts appointed a commission to investigate the waterfront and this commission at great expense made an exhaustive study of conditions. One recommendation of this commission, he said, was for a change in the harbor line.

Mr. Peabody said that he had received a letter from Secretary Nagel that he would do nothing to interfere with the full development of the waterfront and that when they were ready he would agree to an exchange for a site that would be conformable with the projected line. Mr. Peabody alluded to the crowded condition of the Hoosac docks and said that it was not unfair to suppose that the Boston & Maine was contemplating abandoning them sometime in the near future and considering what they will do when these docks are abandoned.

Several times the various speakers and the officers of the board gathered around the plans which lay on the table and engaged in earnest informal discussion. Colonel Black expressed himself as being of the opinion that it was essential for the best development of Boston, that a line be laid down on which the very best development can be carried on. He spoke of the various distances proposed for the line—24,000, 28,000 and 29,000 feet—and said that the question arose whether a greater or lesser distance should prevail. The advocates of the new harbor line thought it hardly worth while to go into that detail in the hearing since there is a joint commission here in the state for deciding just that point, this commission consisting of the harbor and land commission, the railroad commission, the transit commission and the metropolitan park board.

Colonel Black said that he thought it was recognized that it is necessary for the development of the city that it be settled for all time how far those lines should go. Colonel Abbot, during one of the informal talks over the table, inquired very particularly about the policy that the Boston people wanted to pursue in regard to the bulkhead line and how a change of direction in the bulkhead line would affect the general layout of the streets when the new waterfront came to be developed.

Colonel Black occasioned a laugh by saying: "It is quite important in laying out a city that you should have a regular street system, although you have not realized that in Boston altogether."

He added that it is better to have a definite scheme in order to finish the whole thing up for all time, adding that it was the policy of the federal government to concur in anything that would aid the city.

George E. Smith of the harbor and land commission presented the views of that commission in the form of a letter which he read. The line, the letter said, extends at an angle easterly of Jeffries Point and across a 12-foot channel on to the Bird island flats and to and along the channel west and north of Governors island. For years, it continued, the state had limited pier construction to the northwest side of Jeffries Point channel and the state and the United States have spent considerable sums on this channel, which is now 12 feet deep at mean low water.

This channel can, the latter continued, at comparatively little expense be widened and deepened to connect the contemplated piers on commonwealth land on the east side of East Boston with the main ship channel. These flats are owned by the commonwealth on the east side of East Boston, about 4000 acres in extent, and capable of large development at reasonable expense for ocean traffic, but not so well located for coastwise traffic.

What the policy of the government should be with regard to encouraging development would depend largely upon the nature of the development. If the Atlantic Steamship line or a new South American line could be persuaded to join with the Boston & Albany and the Boston & Maine railroads in a large development of this area the board of harbor and land commissioners would deem it advisable to encourage this enterprise in the means of which are available at hand. The harbor and land commissioners believe that the building of piers, the dredging of the Bird island flats and the deepening of the channel westerly of Governors island should proceed simultaneously.

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For booklet and further information, address WALTON SCHOOL OF ACCOUNTANCY, Room 430, 191 La Salle Street, CHICAGO, ILLINOIS

PRESIDENT TODAY FINISHING HIS CONSERVATION ADDRESS

BEVERLY, Mass.—President Taft is at work today finishing the speech which he is to deliver before the conservation congress at St. Paul. The speech will be a long one, approximately 10,000 to 12,000 words, dealing with the conservation problem from various angles.

Changing his golfing program, he spent a half hour in the gymnasium and then took up the conservation problem. This afternoon he is to golf with Capt. A. V. Butt and John Hays Hammond.

Louis C. More of Cincinnati, his brother-in-law, is visiting the President.

The Republican campaign exigencies have led President Taft to revise portions of his campaign text-book letter, mailed on Monday to Congressman William B. McKinley of Illinois, chairman of the national Republican congressional campaign committee.

Congressman Henry C. Loudenslager of New Jersey, vice-chairman of the com-

mittee, was in conference with Mr. Taft Wednesday, and it is believed that he was consulted about these changes. The plan now is to give the letter out for publication at an early date.

Reports from Maine, Ohio, New York, New Jersey and certain western sections are not exactly pleasing or satisfactory to the Republicans, for they indicate that the election of several congressmen is in doubt, to say nothing of some of the state tickets of the party. The President desire to counteract the influences that are thus at work as far as lies in his power.

President Taft is going to pay Secretary of the Treasury Franklin MacVeagh a week-end visit at the latter's summer home in Dublin, N. H. He will motor to Dublin Saturday afternoon and will return to Beverly either late Sunday afternoon or early Monday morning—probably the latter. The distance by road each way is about 75 miles.

WILLIAM A. LARNED WINS NATIONAL TITLE FOR THE SIXTH TIME

(Continued from Page One.)

playing was a treat to see. He used his best judgment in selecting his shots, continually forcing his youthful opponent out of position and then driving home a telling "kill" or beautifully placed cross-court drive as only Larned can do. From the very start of the set he overhauled his opponent at every point of the game and won it handily 6-1.

The second set found Bundy playing in better form. His placing was more accurate and he seemed much steadier than at the beginning of the match. The points made during this set were exactly the same, but by bunching his games effectively and a slight superiority in steadiness, he secured the set 7-5.

The third set found Larned playing all around his youthful opponent and he took a love set with the greatest of ease. He worked his cross-court places and deep-court volleys with the greatest effect and had Bundy running all over the court but unable to make a successful stand.

The fourth set found Larned taking things easier and Bundy playing better. He kept close to the champion all the way through and while he won the set at 6-4, Larned did not give the impression of trying to exert himself in order to win it.

The fifth set again found Larned the master hand from the very start. With beautifully executed strokes and wonderful head work the champion moved his opponent down very easily. He allowed Bundy but one game in the entire set, and the gallery gave him cheer upon cheer when he scored the final point which gave him the game, set and match. Bundy showed in his match with Wright in the final round Wednesday that he is a player who has a great future before him. His brilliant cut strokes and his great judgment as regards the plays to use at certain times was a great surprise to the large gallery present. That he should have such an easy time defeating such a steady player as Wright was another big surprise.

In Larned, Bundy met a player of greater experience and versatility than Wright. He faced the greatest tennis player this country has ever turned out, the equal of the famous Doherties and Dr. Pim. Despite the fact that he was not in the best of condition at Longwood when he met McLoughlin in the challenge round, he gave one of the most finished exhibitions of strokes ever seen on a tennis court, and as he was today in much better form than he was at that time, the gallery saw a most brilliant game.

The summary:

ALLIANCE—Challenge Round. W. A. Larned of Summit, N. J., defender, defeated T. C. Bundy of Los Angeles, challenger, 6-2, 5-7, 6-0, 6-4, 6-1.

ELKS AT POINT OF PINES. LYNN, Mass.—A large attendance of Elks is today on the lawn of the Lynnway Club, Point of Pines, Revere. More than 500 are expected at the outing.

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Dame, Stoddard Co. 214 Washington St., opp. Bromfield.

FAIL TO DETERMINE AS YET, EXACT PATH OF METCALF COMET

Dr. J. C. Duncan of Harvard University, discussing Metcalf's comet today, said that owing to its peculiar position it was not yet possible to determine the path positively. In a week or ten days, he says, conditions will be better in this respect, and they can then tell whether the comet will return or not.

As far as the astronomers are enabled to say at the present time the comet is about 10,000 miles in diameter, 25 per cent larger than the earth. It has a short tail. It rises during the afternoon and becomes visible high up in the sky, slightly to the south, as soon as darkness prevails.

GOWING FAMILY HOLDS A REUNION

WILMINGTON, Mass.—Thompson's grove, near Silver lake, is the meeting place this afternoon of the Gowing Family Association. It is the twenty-second annual reunion and about 75 people of the name from various parts of the state are gathered. Entertainment of the guests is in charge of a committee composed of Mrs. Louisa Gowing and Henry G. Gowing of Wakefield, William H. Carter of Wilmington, Mrs. Horace Eames of Reading and Arthur Gowing of Boston.

One of the principal features of the program is a paper on "Gowings in the American Revolution," by Mrs. Eva Gowing Ripley of Wakefield. Souvenirs of the reunion are announcement cards bearing a photograph of the old Gowing house at Lynnfield center, which was built in 1680 and is still standing.

FOLSOM FAMILY ELECTS.

HING

PROSPERITY REIGNS AMONG CATTLEMEN OF WESTERN RANGES

Increasing Number of Steers Sent at Good Prices to the Great Packing Centers of the Country.

OLD-TIME ROUNDUPS

KANSAS CITY, Mo.—Packing houses of 12 cities received 11,480,623 cattle during the year 1909. The previous year the number was 11,161,816. The list does not include cities which handle less than 100,000 cattle during the year. In detail receipts are as follows: Chicago 2,928,805, Kansas City 2,350,946, St. Louis 1,240,708, Omaha 1,124,618, Ft. Worth 883,353, St. Joseph 502,376, Pittsburg 477,627, St. Paul 418,539, Sioux City 408,112, Denver 405,027, Indianapolis 301,512, Buffalo 207,085, Louisville 141,585.

The total number of cattle in the United States last year was 71,099,000, according to government figures.

Out in the roundup camps where the beef harvesters are at work there is no discussion of the beef problem from an economic standpoint. The cowboys simply know that these are great days for cattle owners and that their outfit is luxuriating in prosperity. The cattlemen who kept their herds through the era of overproduction and low prices have now begun to reap the reward of their courage and foresight. Every grass-fed steer is worth at least \$10 more than he was at the fall roundup time last year.

In September the harvesting of the beef crop begins and the work is kept up through October and November. There is plenty of work for all the cow hands. In fact, the supply of men who can ride and rope and brand is growing shorter every year and the work of filling the roundup outfits with capable representatives or "reps" is no small task.

Most of the men have worked as ranch hands during the summer, something the old-time cowboy would not do. By working on the spring roundups, which begin with the first sign of the green on the cattle ranges, and which are not through sometimes until the first of July, and then working through the midsummer months in the hay fields, the men are able to put in most of the year at good wages. Then, too, the winter feeding, which is common with most of the big cow outfits, gives employment to some of the men during the winter months. Nearly every big cow outfit nowadays puts up hay, which is used to keep the cattle in good condition when the heavy snows cover the range grass.

In some of the chief cattle centers of the West the fall roundups are conducted by an association of cattle raisers. Every cattleman in a certain district, according to the number of cattle he has on the range, contributes cowboys and shares the general roundup expense. One of these association roundups does the work for the entire district. The rights of every cattleman are looked out for by his "reps" with the roundup outfit, so when the beef herd is finally gathered for shipment every cowboy knows exactly his share.

The changes that have been taking place in recent years in the cattle districts of the West have not been confined exclusively to the cowboys. Not only has the old-time cowboy vanished, yielding place to a type of greater utility, as expressed in the half farmer, half puncher, but the old-time steer has been replaced with another type.

The long-horned Texas steer is rare today, though once it existed on the range in millions. It has been succeeded by a heavy, short-horned animal, all beef instead of all horns and horns. These new types do not rustle like the old Texas steers, on account of their greater weight. They feed in a smaller circumference and are easier to round up. The old-time cowboys used to wear out their strings of saddle horses running down the long horns, and it is estimated that the heavier steers can be rounded up with about half the men and horses that were required to corral the fleet animals.

Winter feeding is another element that has led to a change in the type of western beef steer. It is generally recognized among cattlemen now that winter feeding is well worth while. Some of the big cow outfits have thousands of acres of alfalfa. If the winter is severe the stock on the range is fed. A stockman who got through an old-fashioned winter with a loss of less than 20 per cent considered himself lucky, but winter feeding has stopped such tremendous losses.

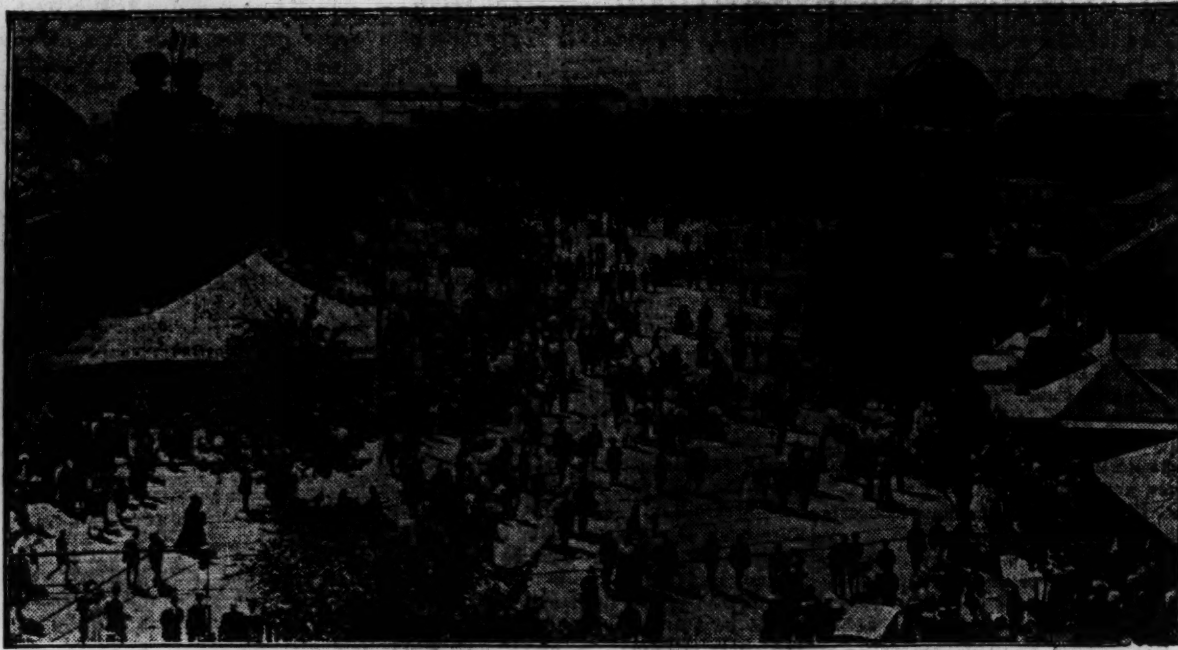
Experiments by government experts at the Colorado agricultural experiment station at Ft. Collins have shown that the steer that is winter fed is in much better condition for shipping to market several months later than one that has nearly starved through the winter and that requires all summer for the rebuilding process. Stockmen have learned that the old methods were wasteful as well as cruel and have not been slow to take the hint thrown out by the government.

In recent years the packers themselves have been buying up cattle interests in the West. For instance, in North Park, Col., one of the finest natural cattle ranges in the world, nearly the entire outfit is owned by a great Chicago packing concern. Several roundup wagons are run in the park, and probably three or four hundred cowboys are employed by the one outfit.

The roundup begins Oct. 1 and is continued for about 30 days. Then the trail

Toronto Preparing for Big Canadian Exhibition

This year's show will have additional buildings and a number of new features.



VIEW OF GROUNDS AT CANADIAN NATIONAL EXHIBITION, TORONTO. The picture is taken looking west toward the Horticultural and Transportation buildings. On the left is the Manufacturers building.

TORONTO, Ont.—Preparations for Canada's national exhibition, in which all classes of citizens justly take a deep interest, are proceeding apace at Exhibition park, and the vast playground, containing 260 acres and permanent buildings to the value of \$2,000,000, today presents a busy scene. For this year's exhibition—which extends from Aug. 27 to Sept. 10 inclusive—something like \$30,000 has been spent. Of this amount \$38,000 provided a new poultry building and the remainder was distributed over women's rest rooms, new fire hall, new police station and improvements to the grounds, notably the construction of a large open square immediately inside the western entrance to relieve the overcrowding of former years.

Herds of beef steers are pushed across the mountain roads to the north toward the Union Pacific railroad in Wyoming. One herd after another is driven along the Big and Little Laramie rivers to the various shipping points along the railroad.

The corrals are filled with big steers right off the unfenced ranges in North Park. The long trains of stock cars are filled and then begins the long run over the rails for Chicago or some other cattle buying point. The early stockman found the West an ideal stock country. There were the great plains, with bunchgrass reaching up to the stirrups and with none to share it but the antelope and the deer, and the occasional bands of Indian ponies. These plains with their sheltering ravines and basins furnished the ideal range during the late fall and winter. The low hills with their springs and valleys were naturally sought out by the cattle in the spring and as summer came on the stock fed back toward the mountains.

The cattle business had its ups and downs in those days. Range was plentiful and profits were large during the good years. The hampering features were the hard winters and the wild animals. Of course each stockman had his meadows and his hay land, but these were largely to provide for winter feed for the farm horses and the milk cows. The cattle on the range were allowed to hustle for themselves.

The cattlemen in those days, if especially provident, and if he could find harvest lands, tried to keep a couple of stacks of hay ahead for emergency. In the earlier days he could get this hay almost anywhere out on the plains, or, better still, by cutting over some of Uncle Sam's meadow lands. Until comparatively few years ago one could not travel in any direction without coming across these stacks of hay. The owner was not selfish with them, either—unless a hard winter came. The traveler in those regions was welcome to as much of the hay as his team needed, and enough to make himself a hay mattress. Very often there was a cache of provisions and some jerked meat left here, also, and the traveler knew that he was welcome to all that he wanted to eat during his stay. Every old stockman can tell of times when those stacks of hay became valuable—when hay was hay. They can tell of times when they were fortunate and less provident neighbors would have given one, two or three \$20 gold pieces for every ton of the half-spilled lot.

Thus the lean years took the profits from the fat years, but taken altogether the stock-raising business in former days was profitable. Because the business was profitable, and because he loved the free out-of-door life of the cowboy, the cattle king wanted to keep his range. In fact, to lose his range meant that he must get out of business. Besides, in the logic of the West, "he was there first," and the unwritten law of the range, "prior possession," was in favor. Naturally, then, the cattle king resented the coming of the flood of settlers following the railroad talk of 20 years ago.

The people of the few scattered towns built bonfires and had big jubilee meetings in celebration of the "coming of the cars." But to the prophetic cattle king this celebration did have an ominous sound.

Even before this time another foe came to harass the cattle king, who wanted to preserve the range for his and no other person's stock. This foe was the sheepman. Of course the sheepman often got on the range first. And he made profits, so he wanted to hold his range. The sheepman had the advantage in that he could move his flocks from place to place, and because he needed less equipment and less capital

As an indication of the pride which Torontonians take in their great exhibition, it may be stated that no less than \$320,000 was voted by them a few months ago to be expended on new buildings and improvements to the grounds at Exhibition park as occasion may arise. Of the \$240,000 which remains to be spent, it is contemplated to spend \$110,000 on a first-class live stock arena, plans for which have already been prepared; a new women's building for the display of women's work exclusively, a new dog building and minor features.

Three or four distinctly new features will be introduced this year. Among them may be mentioned the prospect of an aviation display, negotiations for which are under way. Both Glenn Cur-

tiss of Hammondsport, N. Y., and J. A. D. McCurdy of Baddeck, N. S., have offered to make ascensions, and are now discussing the matter with the manager, Dr. J. O. Orr.

Another novel feature will be the presence in camp of two United States regiments, one the sixty-fifth from Buffalo, 600 strong, under General Welch, which will attend during the first week, and the other, 10 or 12 companies of the third national guards of New York state, about 400 strong, under Colonel Wilson of Rochester, which will be present the second week. In addition to musical programs daily by the bands of these regiments, it is probable that the regiments will give fancy drills before the grand stand.

MARSHFIELD FAIR ATTRACTS THROG TO VIEW EXHIBITS

MARSHFIELD—The forty-fourth annual exhibition of the Marshfield Agricultural and Horticultural Society is drawing scores of sightseers and hundreds of young and old men and women who have a fondness for royally bred horses, abundant egg producers of the poultry, good dogs, exciting trotting and running races, displays of the products of the soil and the test of strength matches between sturdy stables.

The prime feature this year was the first day event, one of the most interesting shows held in New England for many days. The best of the Dreamworld farm stables were entered by Thomas W. Lawson, and in the competitions these splendid specimens of the breed won many prizes.

Mr. Lawson is president of the society, and for some considerable time has shown an interest in making the annual fair meetings more appealing to the general public than the old-time shows of livestock and fruits of the soil.

SEAMEN FACING MUTINY CHARGE

BALTIMORE, Md.—Charged with mutiny on the high seas, five young men of Massachusetts are in jail here today. They gave their names as William D. Albert of New Bedford, Charles Mitchell of Worcester, E. W. Lilley of Lowell, Charles Turner of Cambridge, and George White of Somerville.

They were brought from the Azores at the request of the United States consul stationed there. They had been placed in his custody by Captain Carvallo of the whaler Pedro Varilla of New Bedford. Also in custody are Jeremiah McCarthy and John W. Haddock, likewise members of the crew of the Varilla, who are held as witnesses.

NEW HAMPSHIRE G. A. R. CAMPFIRE

THE WEIRS, N. H.—A campfire Wednesday afternoon with addresses by prominent civil war veterans of other states was the principal feature of G. A. R. Day at the annual encampment here of the New Hampshire Veterans Association. A. D. Scovell of Manchester, department commander of the New Hampshire G. A. R., presided, and addresses were given by Charles E. Turner of New York, J. F. Mack, past department commander of the Ohio G. A. R.; John Gilman, past Massachusetts department commander, and John McElroy of the National Tribune.

PEABODY SQUARE BRIDGE-WARMING

More than 2500 people of Ashmont and other parts of Dorchester were present last evening at exercises to mark the opening to traffic of the extension of Peabody square bridge. The principal feature was a concert by the municipal band.

The new section of the bridge gives 60 feet additional on the easterly side and 45 feet on the Talbot avenue side.

and fewer men to handle his stock than did the cattlemen, and made bigger, quicker profits. Those facts and the growing shortage of the range made the sheep baron as persistent as the cattle king in grabbing for the range.

NEW TALLAHATCHIE DRAINAGE PLANS GO TO STATE GOVERNOR

Mayor Dabney Says Commission Aims to Perfect Coldwater Division and Clean Bayous' Channels.

COST \$4.14 AN ACRE

JACKSON, Miss.—Interest has been aroused by the report to Governor Noel from the chief engineer of the Tallahatchie drainage commission, Maj. T. G. Dabney, upon the modifications in the plans for the great reclamation work in the delta. It will be remembered that the commission's original plan was to perfect the Coldwater diversion, build the Tallahatchie reservoir and clean out the channels of the various bayous, at a total cost of \$4,205,000.

The commission has adopted in its modified plan only the Coldwater diversion and cleaning out of the channels, which it is estimated will cost \$3,570,000, or an average of \$4.14 per acre.

The Sevier lake basin will also be drained and plans and specifications for the work have been adopted the cost of which will be about \$47,000, or an average of \$2.16 per acre. The main drainage basins adopted are the Tallahatchie, Quiver lake, Sunflower and Hushpuckana 7500 acres.

According to the estimate the total area to be reclaimed amounts to 1,137,000 acres of land, which will be among the most fertile in the delta when properly drained and worth from \$75 to \$200 per acre, according to the state of cultivation in which it is placed.

The commission has decided upon the following plan for the Tallahatchie drainage main: Divert the upper Coldwater into Horns lake; build a dam outside the mouth of Tallahatchie valley so as to partly restrain the floods that come out of the hills down that stream; clear out all the principal bayou channels in the basin, and after the country has increased in prosperity sufficient to warrant the work, build a second reservoir dam in Tallahatchie valley within the hills, which would afford complete relief for the entire basin.

The commission has reduced the acreage tax from 7 to 5 cents per acre for the current year. It is believed that all land owners in the territory will now recognize the scheme as the speediest and most economical method of reclaiming the swamp and overflowed lands.

USING WATER GAS OIL UPON ROADS

WAKEFIELD, Mass.—A practically worthless by-product from the new water gas plant at the municipal lighting works, known as water gas oil, has been used to lay the dust on several sections of the streets here. At tonight's meeting of the selectmen Superintendent of Streets Dennis C. Greaney will ask for authority to equip apparatus and sprinkle about three miles of Main street through the center of the town.

The oil is said to work equally well on soft dirt roads or macadam streets, has little or no odor and does not cling to tire or shoes. Five thousand gallons will cover about three miles of streets of ordinary width. It is worth only about 1 cent per gallon and can be applied at about the same cost.

JAPANESE BUYS SITE FOR MILL

PORTLAND, Ore.—With the purchase of 1500 feet frontage one mile below Linnton, S. Ran, a local Japanese capitalist, has taken the first important step toward establishing one of the largest lumber and furniture plants on the Pacific coast.

Negotiations for the purchase of the frontage had been pending for some time. The transfer of the property, consisting of 12 acres, was made recently, the consideration being \$14,000.

Mr. Ban and associates plan to build two sawmills, one for preparing the hardwood material for the manufacture of furniture and the other for turning out Oregon fir for the export trade.

STATE UNIVERSITY ADDS TO FACULTY

GUTHRIE, Okla.—The regents for the state university at Langston have employed Prof. R. S. Youngblood of South Carolina as an additional member on the faculty, allowing President Inman E. Page to assign him to that department which most needs him.

PASTOR ACCEPTS LITTLE ROCK CALL

PINE BLUFF, Ark.—The Rev. Walter Davenport Buckner, for the past 12 years rector of Trinity Episcopal church, Pine Bluff, has accepted a call to Little Rock to become dean of the Trinity Cathedral and rector of Trinity parish. The Rev. Mr. Buckner's successor has not been appointed.

PRINCE TSAI-HSUN COMING. SHANGHAI—Steamship Manchuria has sailed with Prince Tsai-Hsun and his suite, composing the naval mission which will spend several weeks in America studying the United States navy. Prince Tsai-Hsun is due to arrive in San Francisco Sept. 14.

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MAYOR PROTESTS AGAINST FREIGHT CARS ON AVENUE

Mayor Fitzgerald, in an effort to remedy inconvenience to those who use Atlantic avenue as a traffic artery, has entered a protest to the Union Freight Railway Company against the practice of leaving trains of freight cars standing in Atlantic avenue and Commercial street during the daylight hours. The mayor's letter says:

"It has been brought to my attention that your company is in the habit of leaving trains and empty cars standing for long periods of time, during the daylight hours, on Atlantic avenue, to the great inconvenience of pedestrians and teamsters who have to use that thoroughfare for legitimate purposes."

"It does not seem to me that the clause in chapter 430 of the acts of 1901, which establishes the Union Freight Railway Company for the purpose of locating, constructing, maintaining and operating a railroad for the public use in the conveyance of freight only justifies you in obstructing the highway in this manner by making it practically a yard for the storage of your cars when not in use."

"I must ask you to take notice that the public has a prior right to the use of the highways, and that unless the practice which is reported to me is stopped I shall take steps to assert these rights through the proper legal channels."

FIVE CANDIDATES ASK INDORSEMENT FOR SENATORSHIP

TRENTON, N. J.—Wednesday was the last day for filing petitions to have the names placed on the primary ballots and to date five petitions in all of aspirants for the United States senatorship indorsement have been filed. They are former Gov. Edward C. Stokes, former Governor Franklin Murphy and Congressman Charles N. Fowler, who want the Republican indorsement, and Frank McDermitt of Newark and James E. Martine, Democrats.

Senator Kean, Republican, who desires to go back to the Senate, has announced that he would not file any petition, but leave his case in the hands of the Legislature. A similar position has been taken by David Baird, Republican, of Camden, who would like to succeed Mr. Kean.

Former United States Senator James Smith, Jr., of Newark, who probably would be a candidate for the Senate if the next Legislature were Democratic on joint ballot, has not filed any petition.

NEW SHORTHAND RECORD IS MADE

DENVER—Clyde H. Marshall of Kingston, N. Y., with an average of 288 words a minute, Wednesday won the national shorthand reporting championship and cup.

W. B. Bottomo of New York, holder of the title and ineligible for the cup again, broke the world's record with an average of 260 words.

CHINESE STUDENTS ALLIANCE HOLDS ANNUAL CONFERENCE

HARTFORD, Conn.—With 20 coming leaders of China, picked to be educated in the United States at the expense of the Chinese government, standing before a gathering of fellow students and later praying together and then formally accepting Christ for the first time, the second convention of the Chinese Students' Christian Association ended and the sixth annual conference of the Chinese Students' Alliance in the East is under way here today.

About 150 students, coming from every province in China and from Singapore, Formosa and Honolulu, are here attending the conference, and many more are expected to be here in the next two days. The conference will not end until the last of this month.

The week's program includes oratorical contests of representatives from different universities, a debate between Chinese orators from the University of Pennsylvania and from Yale University, a football game between students from the north and those from the south of

EXPECTS NEW ROAD TO OPEN BIG TIMBER DISTRICT IN MAINE

Surveyors Now at Work on Proposed Allagash Branch of the Bangor & Aroostook System.

CUTS NORTHWEST

BANGOR, Me.—The great forest land region in the northwestern part of Maine, it is expected, will soon echo with the roar of locomotives, as it now seems certain that the proposed Allagash branch of the Bangor & Aroostook railroad will be built. Representatives of Brown Bros. of New York, financial agents for the Bangor & Aroostook, made a trip over the proposed route during the summer. No idea that the trip was a business one was given out, but this week large quantities of supplies were sent in from Norcross for a surveying party and surveyors are already at work on the lower end of the proposed line.

At the last session of the Maine Legislature the Bangor & Aroostook asked for a rebate of 95 per cent of its taxes on the proposed extension for a period of years. This request was coupled with the demand that a similar rebate which the road is enjoying on its other lines be extended for a considerable period. The Legislature refused to grant the proposition, but at the next session of the Legislature the road will ask for a rebate on the new branch only.

The proposed extension branches off the main line at the northern end of the Sebasticus and runs to the eastward of Jo Mary lakes, skirting along within a short distance of the shores of Pemadumcook lakes, then strikes Nakmakanti stream. The proposed line follows the stream for some distance up to the shores of Nakmakanti lake, and across country to Rainbow lake and thence to Chesuncook dam.

It will enable lumbermen to get supplies into their camps much more cheaply and also to get the products out. There is a large amount of pine, hard wood, beech, birch and maple which is not only going to waste now in this territory, but is retarding the growth of the spruce which is so much needed.

CITY SUCCESSFUL RUNNING CAR LINE

WASHINGTON—Municipal ownership and operation of a street car system has proved remarkably successful in Belfast, Ireland, according to Consul Henry B. Miller, whose report has special interest for students of municipal ownership problems. Low cost of transportation, economy of administration, and lack of accidents are points chiefly emphasized by Mr. Miller in explaining the success with which Belfast has run its own street cars. The regular fare on cars there is two cents.

CHINESE STUDENTS ALLIANCE HOLDS ANNUAL CONFERENCE

China, a track meet in which every student may enter and a Chinese concert, using wholly Chinese musical instruments.

Gov. Frank B. Weeks of Connecticut and John W. Foster, ex-secretary of state of the United States, are some of the speakers on the program. The officers are T. C. Chu, Harvard, president; T. L. Chao, Harvard, vice-president; Chinsoon Young, Pennsylvania, English secretary; Y. S. Chin, Wisconsin, Chinese secretary; K. P. Yang, Cornell, treasurer.

C. H. Lin, Harvard, is chairman of the conference committee which has in charge all matters relating to the conference, including reception, room accommodations, meals, athletics, music, business management and resolutions. He is assisted by seven sub-committees. The conference is being held by Trinity College.

What Other Editors Are Saying

The Monitor has a Children's Department every day, but devotes more room to the young people on Saturday than on other days.

STOCKS PURSUE
IRREGULAR AND
ERRATIC COURSE

After Early Short Covering
Traders Renew Activity on
Bear Side and a Heavy
Tone Prevails.

BOSTON STOCKS OFF

A covering of short accounts was started at the opening of the New York stock market this morning and prices advanced with some buoyancy during the early sales as a consequence. An encouraging factor which made for higher prices was that the minimum discount rate of the Bank of England was allowed to remain unchanged at 3 per cent. It had been expected in some quarters that the rate would be advanced today. The prospects of a continued easy money market in this country, notwithstanding the crop-moving season will soon be at its height, may soon become an influence, although the market thus far has ignored good news of all kinds. Stocks opened a new fraction above last night's closing and made moderate progress upward during the early sales. The Boston market opened irregular and did not respond at once to the stronger New York market, although here and there some fractional advances were made during the first half hour. The buoyancy of the early trading was of short duration. After the buying demand had been satisfied stocks began to sag off and before midday the leaders were about a point under the opening. Steel was up 1/2 at the opening at 60. After improving fractionally it sold off nearly a point. Union Pacific opened up 1/2 at 146, went to 146 1/2 and sold under 146. Reading opened up 1/2 at 140, went to 140 1/2 and then reacted about 140 before rallying. Northern Pacific at 113 1/2 was up 1/2 at the opening. It advanced to 114 and then declined about a point. Chesapeake & Ohio opened at 62 1/2, advanced to 63 1/2, and then declined to 62 1/2 before midday. Atchafalaya opened at 62 1/2, went to 62 1/2, and then dropped to 62. Lake Copper opened up 1/2 on the local market at 37 1/2, declined after improving to 37 1/2, declined a good fraction. North Butte opened up 1/2 at 28 and sagged off fractionally. Isle Royale opened 1/2 higher at 21 but lost 1/2 during the first half of the session before recovering. Indiana was moderately active. It opened off 1/2 at 18 1/2 and after improving to 19 1/2 sold off under the opening price. Old Dominion opened at 37 and declined a point. Prices continued to yield during the early afternoon and at the beginning of the last hour New York stocks were from a point to two points or more under the opening figures. Fractional losses were sustained by local stocks. Business was quiet in both markets.

LONDON—American railway shares after a strong showing in the late dealing at the official session, broke sharply on the curb. Canadian Pacific retained a cheerful tone and there was good demand for Japanese issues. The mining share department was in the main quiet. Rhodesians displayed relatively the greatest strength, influenced by the pending flotation of the 23,000,000 mining trust. Domestic securities closed slow. Rio Tinto scored a net gain of 1/4 per cent at 67 1/2. The continental bourses were firm in the final dealings.

IRRIGATION DATA
TO BE COMPILED

WASHINGTON—Headquarters for the compiling of data concerning the irrigation survey will be established at Salt Lake City, Utah. E. B. Teale of the division of irrigation will leave Washington Sept. 1 for Salt Lake City to establish the irrigation survey. The object of the survey will be to obtain complete information concerning the location, character and cost of all irrigation projects whether under national, state or private control and of all methods by which arid lands are made available for cultivation.

Weather Predictions

UNITED STATES WEATHER BUREAU
PREDICTION FOR BOSTON AND VICINITY
Friday, August 26, 1910.
Cloudy, Friday, with showers or rain; cooler; moderate to brisk south to southwest winds.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England: Unsettled, with showers or rain; cooler; moderate to brisk south to southwest winds.

TEMPERATURE TODAY.
8 a. m. 70; 12 noon 82; 5 p. m. 80.
Average temperature yesterday, 76 1/2-84.

IN OTHER CITIES.
Montreal 78; St. Louis 84; New York 80; Chicago 80; Washington 80; St. Paul 80; Jacksonville 80; Denver 80; San Francisco 80; Portland, Ore. 80.

ALMANAC FOR TOMORROW.
Sun rises 5:30; Moon rises 9:48 p. m.; Length of day 13:28; 3:10 a. m.; 3:33 p. m.

NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales today:

Sales today:				
	Open.	High.	Low.	Last Sale.
Amalgamated	63 1/2	64 1/2	62 1/2	63 1/2
B. S. & Fy Co.	86 1/2	86 1/2	86 1/2	86 1/2
H. S. & Fy Co. pfd.	125	125	124	124
Beet Sugar	34	34	33	33
Can. pfd.	67 1/2	67 1/2	67 1/2	67 1/2
Car. & Found.	47 1/2	47 1/2	47 1/2	47 1/2
C. & F. of	110 1/4	110 1/4	110 1/4	110 1/4
Cotton Oil pfd.	61 1/2	62 1/2	61 1/2	61 1/2
Cotton Oil pfd.	101	101	101	101
Lined Oil pfd.	26 1/2	26 1/2	25	25
Smelting	31 1/2	31 1/2	31 1/2	31 1/2
Sugar	118 1/2	118 1/2	118 1/2	118 1/2
Tel. & Tel.	134	134	133	133
Woolen	27 1/2	27 1/2	27 1/2	27 1/2
Atchafalaya pfd.	95 1/2	95 1/2	95 1/2	95 1/2
Atchafalaya	39 1/2	39 1/2	39 1/2	39 1/2
Atchafalaya pfd.	62 1/2	62 1/2	62 1/2	62 1/2
Atchafalaya pfd.	99 1/2	99 1/2	99 1/2	99 1/2
Atchafalaya pfd.	104 1/2	104 1/2	104 1/2	104 1/2
Brooklyn Transit	74 1/2	74 1/2	73	73
Butterfield	131	132	131	132
Can. Pac.	29 1/2	29 1/2	29 1/2	29 1/2
Can. Pac. pfd.	189 1/2	189 1/2	189	189
Central Leather	33 1/2	33 1/2	32 1/2	32 1/2
Ches. & Ohio	104	104	104	104
Chicago & Alton	30	30	30	30
Chi. & Gr. West (n. l.)	22	22	21 1/2	21 1/2
Consol. Gas	29 1/2	29 1/2	29	29
Corn Prods.	128 1/2	128 1/2	127 1/2	127 1/2
Del. & Hudson	133 1/2	133 1/2	133 1/2	133 1/2
Det. & R. Grand	29 1/2	29 1/2	29	29
Erie	24 1/2	25	24 1/2	24 1/2
Erie 1st pfd.	42 1/2	42 1/2	40 1/2	40 1/2
Gen. Elec.	29 1/2	29 1/2	29 1/2	29 1/2
Great Nor. pfd.	143 1/2	143 1/2	143	143
Hocking C. & L.	123 1/2	123 1/2	122 1/2	122 1/2
Inter-Met.	17 1/2	17 1/2	17 1/2	17 1/2
Inter-Met. pfd.	47	47	46 1/2	46 1/2
Int. Pump	39	39	39	39
Iowa Central	81	81	81	81
Kansas City	30 1/2	30 1/2	30 1/2	30 1/2
Kan. City 2d pfd.	28 1/2	28 1/2	28	28
Kansas & Tex.	62	62	62	62
Kan. & Tex. pfd.	31 1/2	31 1/2	31 1/2	31 1/2
Laclede Gas	101 1/2	101 1/2	100 1/2	100 1/2
Louis & Nash	142	142	141 1/2	141 1/2
Minn. & St. Louis	24	24	24	24
Missouri	53	53	52	52
Mt. P. & St. M.	128 1/2	128 1/2	128	128
N. R. of Mex. 2d pfd.	20 1/2	20 1/2	20	20
Nevada Cons. Corp.	20 1/2	20 1/2	20	20
N. Y. Air Brake	73 1/2	73 1/2	73 1/2	73 1/2
N. Y. Central	110 1/2	110 1/2	109 1/2	109 1/2
N. Y. Central pfd.	96 1/2	96 1/2	96 1/2	96 1/2
Northern Pac.	113 1/2	114	112 1/2	112 1/2
Northern Pac. pfd.	39 1/2	39 1/2	39	39
Ontario & Western	26 1/2	26 1/2	26 1/2	26 1/2
Pennsylvania	128 1/2	128 1/2	127 1/2	127 1/2
Philadelphia Co.	87	87	87	87
Reading Coal pfd.	65	65	65	65
Reading	140 1/2	141	138 1/2	138 1/2
Reading 2d pfd.	92	92	92	92
Republic Steel	30 1/2	30 1/2	29 1/2	29 1/2
Rio Island	30 1/2	30 1/2	29 1/2	29 1/2
Sloss-Shef. & L.	55 1/2	55 1/2	55	55
Southern Ry.	112 1/2	113 1/2	111 1/2	111 1/2
Southern Ry. pfd.	22 1/2	22 1/2	22 1/2	22 1/2
St. Paul	120 1/2	120 1/2	118 1/2	118 1/2
Tennessee Copper	24 1/2	25	24 1/2	24 1/2
Third Avenue	9	9	8 1/2	8 1/2
Toledo, St. L. & W.	22 1/2	22 1/2	22 1/2	22 1/2
Toledo, St. L. & W. pfd.	48 1/2	48 1/2	48 1/2	48 1/2
Union Pacific	166 1/2	163 1/2	163 1/2	163 1/2
Un. Ry. & Co. pfd.	54	54	54	54
Un. Ry. & Co.	45 1/2	45 1/2	44 1/2	44 1/2
U. S. Rubber	34 1/2	34 1/2	33 1/2	33 1/2
U. S. Steel	69 1/2	69 1/2	67 1/2	67 1/2
U. S. Steel pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 2d pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 3d pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 4th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 5th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 6th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 7th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 8th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 9th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 10th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 11th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 12th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 13th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 14th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 15th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 16th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 17th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 18th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 19th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 20th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 21st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 22nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 23rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 24th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 25th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 26th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 27th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 28th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 29th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 30th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 31st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 32nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 33rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 34th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 35th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 36th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 37th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 38th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 39th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 40th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 41st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 42nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 43rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 44th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 45th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 46th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 47th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 48th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 49th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 50th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 51st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 52nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 53rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 54th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 55th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 56th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 57th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 58th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 59th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 60th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 61st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 62nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 63rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 64th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 65th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 66th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 67th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 68th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 69th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 70th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 71st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 72nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 73rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 74th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 75th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 76th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 77th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 78th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 79th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 80th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 81st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 82nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 83rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 84th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 85th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 86th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 87th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 88th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 89th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 90th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 91st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 92nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 93rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 94th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 95th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 96th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 97th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 98th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 99th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 100th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 101st pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 102nd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 103rd pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 104th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 105th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 106th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 107th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 108th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 109th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 110th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 111th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 112th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 113th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 114th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 115th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 116th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 117th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 118th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 119th pfd.	116 1/2	116 1/2	115 1/2	115 1/2
U. S. Steel 120th pfd.	116 1/2	116 1/2	115 1/2	115 1/2

Latest Market Reports Produce Quotations Shipping

CLOSED FISCAL YEAR WITH LARGEST EARNINGS ON RECORD

Buffalo, Rochester & Pittsburg Shows Balance Available for Dividends of About Eight Per Cent—Efficiency of Operation Is Shown

With a gain of more than \$1,700,000 in gross and an improvement of over \$500,000 in net, the Buffalo, Rochester & Pittsburg Railway Company closed its fiscal year ended June 30 last with the largest earnings on record.

The balance available for dividends on the common stock was equal to approximately 8 per cent on the \$10,500,000 outstanding, or just twice the amount required to meet the 4 per cent paid on that issue for the 12 months. This compares with 6.38 per cent on the junior stock in the year previous. Mention should be made of the fact, however, that in the fiscal period recently closed, the company allowed \$315,000 for "special appropriations," as compared with nothing in the year previous for such purposes. Therefore, the showing for the 1910 period becomes the more significant. Were we to include the special appropriation in the balance available for dividends for the common, the earnings available for that issue would be equal to 10.99 per cent.

It is noteworthy that the management was able to hold operating expenses for the fiscal period down to almost the same level of operating ratio as in the 1909 fiscal period and more than five points lower than in 1908. This achievement was accomplished also in the face of more liberal maintenance allowances than in 1909 and approximately the same as in 1908. The ratio of traffic and transportation expenses to gross revenues, however, was lower in the last fiscal period than in either 1909 or 1908, as was also the percentage of general expenses.

In connection with the foregoing the following comparative table of operating expense ratios to gross revenues is of interest:

	1910.	1909.	1908.
Maintenance of way.....	13.05	10.72	12.71
Maintenance of equip.....	20.78	21.45	23.01
Traffic.....	1.41	1.41	1.28
Transportation.....	28.55	29.22	32.39
General.....	1.74	2.25	2.10
Total.....	65.53	65.05	71.49

The report says: "The physical condition of your property has not only been fully maintained during the year but greatly improved, and the road is in condition to handle traffic with greater efficiency than at any previous time."

In view of the fact that the company has kept its property in pretty good physical condition, it is now possible to haul a very much larger train load than a few years ago, while the engine load has also been very greatly increased. In 1901, for instance, the average number of tons revenue freight carried one mile per revenue freight train mile was but 406 tons, which compares with 638 tons in the last fiscal period, while the average number of revenue tons carried one mile per revenue freight engine mile, including the mileage of helping engines, in 1901, was 345, as against 420 tons in 1910.

The averages for the past ten years follow:

Train engine load, tons	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
.....	406	414	424	430	437	450	453	455	459	460
.....	345	350	354	357	360	363	365	367	369	370
.....	345	350	354	357	360	363	365	367	369	370

Figures from 1908 to date are based on the interstate commerce commission's classification of locomotive and train mileage. Passenger revenue during the last fiscal period totaled pretty close to \$1,000,000, as compared with not quite \$900,000 in the year previous. The percentage of passenger revenues to the total gross income in 1909 was 11.04, as

compared with 12.38 per cent in the year previous. The average number of revenue passengers carried one mile per revenue passenger train mile was 40, being one less than in the year previous. Without doubt the non-revenue traffic of the company is greater than the casual observer would imagine. For instance, in the 1910 fiscal period the number of non-revenue passengers carried was nearly 245,000, while the non-revenue tonnage was almost 1,000,000 tons. Following is a comparison of the non-revenue tonnage of the company for the last two fiscal periods:

	1910.	1909.
Number of passengers.....	244,563	202,067
Number of passengers carried one mile.....	9,640,295	8,210,231
Number of tons.....	966,908	720,307
Number of tons carried one mile.....	75,856,708	53,541,538

On June 30 last the company had a working balance of \$4,500,000 of which amount over \$2,657,335 was in cash and about \$1,200,000 in materials and supplies. The total amount of current liabilities on the date mentioned was less than \$1,300,000, as compared with more than \$5,780,000 of current assets.

It is a well known fact that the Buffalo, Rochester & Pittsburg's principal tonnage is bituminous coal and during a period of business depression many expect a big reduction in the tonnage movement of this commodity. In 1908 there was a falling off of some 300,000 tons from the year previous and in 1909 there was a further reduction in the tonnage of this commodity of some 600,000 tons. This loss was brought about by the panic of 1907. In the 1910 fiscal period, however, the soft coal tonnage rose about 340,000 tons above the previous year.

While the road is largely dependent upon soft coal for its annual tonnage, at the same time the fact that the amount of manufactures shipped over the company's lines is increasing rapidly is worthy of consideration. This is especially so, as the revenues derived from this class of tonnage are proportionately greater than those received for handling fuel and other mine products. The company has only a comparatively small tonnage of agricultural products and the report shows that there has been only a relatively small increase in this class of business during the past five or six years.

FINANCIAL NOTES

Money is in demand and less plentiful in London.

Stockholders of the New Amsterdam National bank of New York will shortly receive a final payment of 5 per cent.

Street workmen in the center of Reno, Nev., have uncovered, 10 feet under the surface, an apparently permanent 10-foot ledge of almost pure copper.

The federal government has decided to postpone indefinitely the proposed issuance of \$20,000,000 3 per cent reclamation certificates authorized by the last Congress.

A conference of southern lumbermen at St. Louis decided to protest to the interstate commerce commission against the action of trunk line railroads in freight rates.

California special to the Journal of Commerce states that California is experiencing a marked period of development and prosperity. Crops of all kinds have been excellent and are above the average. Gold production, which for several years was pegged at between \$16,000,000 and \$18,000,000, will this year exceed \$20,000,000. The oil output is upward of \$35,000,000.

SHIPPING NEWS

What arrivals today were: The Frances P. Mesquita with 80,000 pounds of fish, W. M. Goodspeed 53,000, steamer Spray 46,000, Gertrude 41,000, Harmony 40,000, Victor and Ethan 40,000, Seaconnet 35,000, Manomet 26,000, Oliver F. Killam 26,000, Boyd & Leeds 20,400, Viking 16,500, Georgiana 9,000, Mabelle E. Levitt 8,000, Edda B. 3,000.

The Marian Turner arrived today with 74 swordfish, which sold for 12 cents per pound. Other dealers' prices per hundredweight were: Haddock \$1.50@2.25, large cod \$2.75@3.25, small \$2@2.25, large hake \$1.75, small \$1.35, pollock \$1.50@1.75.

With 20 in the first cabin and 300 Italian and 100 Portuguese in the steerage, the Italian steamer Sannio today sailed for Naples, Palermo and other Italian ports. The Sannio berthed at the Cunard docks, East Boston, Wednesday, from New York with 15 third class passengers and one in the first class.

The German steamer Bethania is today well outside the harbor bound for Hamburg via Baltimore with 1000 tons of mixed cargo, including asbestos, cotton waste and shoes. The ship will exchange part of her cargo at Baltimore for a variety of export goods for the German empire.

Service between Boston and Eastport will soon be resumed by the steamer Mohawk.

Repairs are being made to the deck house of the barge Oxford from South Amboy, which was damaged by the jibboom of the schooner Singleton Palmer while entering Portland harbor in tow of the tug Paoli.

After being slightly damaged from grounding on a hidden ledge the Gloucester schooner Margaret put into Yarmouth late Wednesday.

PORT OF BOSTON.

Arrived.

Str Ivernia (Br) Potter, Liverpool, Aug 10 via Queenstown 17, mds and passengers to Cunard Co.

Str Juan (Nor) Larsen, Port Antonio, Jam, Aug 19, fruit to United Fruit Co.

Str Onondaga, Macbeth, Jacksonville via Charleston, mds to Clyde Co.

Str Yale, Colbert, New York, mds and passengers to Albert Smith.

Str Camden, Sawyer, Bangor, Me.

Str City of Rockland, Blair, Bath, Me.

Str Bay State, Linscott, Portland, Me.

Str City of Gloucester, Linneken, Gloucester, Mass.

Tug Neponset, Sears, Osterville, Mass.

Str Mark Pendleton, Andersen, Belfast, Ga, Aug 11, lumber. Val to Flitner, Atwood Co.

Sch M. D. Cressy, Johnstone, Baltimore, coal.

Sch Vineyard, Look, Lloyds Neck, L. I. gravel.

Str Prince George (Br.), McKinnon, Yarmouth, N. S. mds and passengers to J. F. Masters.

Bk Vesuvio (Ital), Scognamiglio, Portland.

Sailed.

Strs Limon (Br) Port Limon, C. R. Calvin Austin, St. John, N. B.; tug Teaser, Philadelphia, tow by bgs Harrisburg and Sterling; sch Mary A. Hall; strs Kersnow, Norfolk; Persian, Philadelphia; City of Everett, do, tow by S. O. Co 05; Yale, New York; James S. Whitney, do; Sch Mary A. Hall is for Stockton, Me. and New York.

Notes.

Str Ivernia, from Liverpool and Queenstown, brt 178 saloon, 232 second cabin and 968 steerage passengers.

Str Juan, from Port Antonio and Kingston, brt 22,200 stems bananas, 183 bags coconuts, four barrels and one box limes, 17 hlf barrels and 1 box cashew nuts for United Fruit Co. Brt passengers, Elizabeth Sewell.

MOVEMENTS OF VESSELS.

COLOMBO, Aug 7—Arrd, str Kybfels, Calcutta.

LIZARD, Aug 22—Pd, str Anglian, Boston for London.

FARNSTON, Aug 23—Pd, str Sachem, Boston for Liverpool. Str Saxonia, from Boston for Queenstown and Liverpool, was 125 miles west of here at 7 p m; due Queenstown 8 a m.

GIBRALTAR, Aug 11—Pd, str African Prince, Yokohama, etc, for Boston and New York.

LIVERPOOL, Aug 24—Arrd, str Sachem, Boston.

QUEENSTOWN, Aug 24—Arrd, str Saxonia, Boston for Liverpool.

BALTIMORE, Aug 24—Pd down, str Everett for Boston.

CAPE HENRY, Aug 14—Pd in, str Ontario, Boston for Newport News and Baltimore. Pd out, str Transportation, Baltimore for Boston; Gloucester, do for Boston via Norfolk; sch Margaret Thomas, Walls, do for Boston.

MARINE NOTES.

NORFOLK, Va.—The big coasting schooner Catherine McMahon, Capt. J. Sifford, bound from New York to Knights Key, Fla., with a cargo of cement, was abandoned off Cape Hatteras Wednesday afternoon in a sinking condition. The captain and crew landed at Durant's life saving station.

NEW BEDFORD.—The whaling bark Platina, Capt. McKenzie, bringing into port 2050 barrels of sperm oil, arrived after an absence from here of 22 months.

BRISTOL, R. I.—While entering this harbor, str Islander, from Providence for Seacoast, with 150 passengers, was disabled by the breaking of her engine crank shaft. Str Sagamore towed the disabled craft to Providence.

U. S. Mail.

TODAY'S PRODUCE MARKET

PRICES FIGURED ON A WHOLESALE BASIS.

Arrivals.

Steamer Ivernia, from Liverpool with 235 cs, 634 hlf cs onions.

Steamer Bostonian from Manchester. Steamer Juan from Port Antonio with 22,200 stems bananas, 183 bags coconuts, 4 bbls, 1 bx limes for United Fruit Co.

Steamer Juniata from Norfolk with 500 bbls sweet potatoes, 50 crts eggplant, 500 bgs peanuts.

Str Onondaga from Jacksonville with 38 crts pineapples; 81 crts vegetables.

Str Harvard from New York with 5 bbls beans.

Str J S Whitney from New York with 33 crts pineapples, 200 bgs macaroni.

Str H Winter from New York with 25 bgs beans, 110 bxs, 20 blys macaroni.

Str Yale from New York with 83 crts pineapples.

The Norfolk steamer due here tomorrow has 600 bbls potatoes, 350 unions.

Sailed.

Str Ida Cumeo from Sama, Cuba, for Boston with bananas for W. W. & G. R. Noyes. Due here Monday, Aug 29.

Str San Jose from Port Limon for Boston with bananas for United Fruit Company. Due Aug. 30.

Str Bradford from Port Antonio, Ja, for Boston with bananas, 100 bgs coconuts, 25 bgs grape fruit, 9 bbls green limes for United Fruit Co. Due here Monday, Aug 29.

Boston Receipts.

Apples 1365 bbls, berries 80 crts, peaches 5701 crts, watermelons 2 crs, cantaloupes 7 crs, California oranges 1451 bxs, bananas 22,200 stems, coconuts 183 bgs, California deciduous fruit 17 crs, pineapples 212 crts, grapes 100 bskts, 7572 carriers, peanuts 500 bgs, potatoes 14,092 bushels, sweet potatoes 772 bbls onions 2442 bushels.

Fruit Sale Wednesday.

By H. Harris & Company—Cal Valencia oranges \$1.30@1.40; grape fruit \$1.80@3.40; peaches 60@1.40; pears \$1.15 to 3.05; plums \$2.50; Oregon pears \$2.25@2.70.

New York Fruit News.

The str Europa with 7000 bgs Palermo lemons has arrived at New York.

The apple shipments from this port have been as follows: Week ending Aug 13: To Liverpool 383 bbls; Glasgow 511 bbls. Total 894 bbls. Week ending Aug 20: To Liverpool 638 bbls, London 6 bbls, Glasgow 384 bbls. Total 928 bbls. Total since the season opened 1822 bbls.

PROVISIONS

Chicago Markets.

Sept wheat 99½c, Sept pork \$21.20, Sept lard \$11.92; hog roots 15,000, prices \$8.10@9.35; cattle mkt 10 to 15c lower than yesterday; hogs 6500, including 1500 western hogs \$4.90@5.40; cows and hfs \$2.60@6.00; Texas steers \$4.10@6.20; stks and firs \$3.45@6.00; western cattle \$4.35@7.00.

Boston Receipts of Poultry.

Today 938 pkgs; last year 367 pkgs.

Boston Prices.

Flour—To ship from the mills, spring patents \$5.75@6.20, clear \$4.35@4.70, winter patents \$4.00@5.25, straight \$4.60@4.90, clear \$4.40@4.75, Kansas patents in June \$4.90@5.50, rye flour \$3.65@4.55, graham \$4@4.40.

Corn—Carlots, on spot, No. 2 yellow 72½c, No. 3 yellow 71½c, No. 4 yellow 70½c, No. 5 yellow 69½c, No. 6 yellow 68½c, No. 7 yellow 67½c, No. 8 yellow 66½c, No. 9 yellow 65½c, No. 10 yellow 64½c, No. 11 yellow 63½c, No. 12 yellow 62½c, No. 13 yellow 61½c, No. 14 yellow 60½c, No. 15 yellow 59½c, No. 16 yellow 58½c, No. 17 yellow 57½c, No. 18 yellow 56½c, No. 19 yellow 55½c, No. 20 yellow 54½c, No. 21 yellow 53½c, No. 22 yellow 52½c, No. 23 yellow 51½c, No. 24 yellow 50½c, No. 25 yellow 49½c, No. 26 yellow 48½c, No. 27 yellow 47½c, No. 28 yellow 46½c, No. 29 yellow 45½c, No. 30 yellow 44½c, No. 31 yellow 43½c, No. 32 yellow 42½c, No. 33 yellow 41½c, No. 34 yellow 40½c, No. 35 yellow 39½c, No. 36 yellow 38½c, No. 37 yellow 37½c, No. 38 yellow 36½c, No. 39 yellow 35½c, No. 40 yellow 34½c, No. 41 yellow 33½c, No. 42 yellow 32½c, No. 43 yellow 31½c, No. 44 yellow 30½c, No. 45 yellow 29½c, No. 46 yellow 28½c, No. 47 yellow 27½c, No. 48 yellow 26½c, No. 49 yellow 25½c, No. 50 yellow 24½c, No. 51 yellow 23½c, No. 52 yellow 22½c, No. 53 yellow 21½c, No. 54 yellow 20½c, No. 55 yellow 19½c, No. 56 yellow 18½c, No. 57 yellow 17½c, No. 58 yellow 16½c, No. 59 yellow 15½c, No. 60 yellow 14½c, No. 61 yellow 13½c, No. 62 yellow 12½c, No. 63 yellow 11½c, No. 64 yellow 10½c, No. 65 yellow 9½c, No. 66 yellow 8½c, No. 67 yellow 7½c, No. 68 yellow 6½c, No. 69 yellow 5½c, No. 70 yellow 4½c, No. 71 yellow 3½c, No. 72 yellow 2½c, No. 73 yellow 1½c, No. 74 yellow ½c, No. 75 yellow 0½c, No. 76 yellow 0½c, No. 77 yellow 0½c, No. 78 yellow 0½c, No. 79 yellow 0½c, No. 80 yellow 0½c, No. 81 yellow 0½c, No. 82 yellow 0½c, No. 83 yellow 0½c, No. 84 yellow 0½c, No. 85 yellow 0½c, No. 86 yellow 0½c, No. 87 yellow 0½c, No. 88 yellow 0½c, No. 89 yellow 0½c, No. 90 yellow 0½c, No. 91 yellow 0½c, No. 92 yellow 0½c, No. 93 yellow 0½c, No. 94 yellow 0½c, No. 95 yellow 0½c, No. 96 yellow 0½c, No. 97 yellow 0½c, No. 98 yellow 0½c, No. 99 yellow 0½c, No. 100 yellow 0½c.

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The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

CENTRAL STATES

HELP WANTED-MAL

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Those wishing to use this page for a Free Advertisement must write their advertisement on the blank on page 2.

Classified Advertisements

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

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WESTERN STATES

HELP WANTED-MALE

STENOGRAPHER (experienced) to sell soap, cotton and sewing supplies. JOHN C. MEYER, 1000 Middlesex st., Lowell, Mass.

STENOGRAPHER and BOOKKEEPER wanted, young man; one who is willing to work on commission. F. R. CARLICK & POTTER, Webster st., 25.

WATCHMAN wanted; strictly temperate and reliable; steady work. J. S. BENTLEY, Boulder, Col.

HELP WANTED-FEMALE

COOK-Wanted, an experienced woman cook for a small hotel in a northern Montana town. W. H. HANSEN, EMP. AGENT, 15 McKnight block, Great Falls, Mont.

HOUSEKEEPER wanted; capable young woman; gentleman with 3 small children, elderly lady, comfortable home. J. J. MASON, 2318 S. 12th st., Kansas City, Mo.

HOUSEWORK ASSISTANT WANTED

middle-aged or elderly lady to assist with housework and care for 3-year-old child during school hours. Mrs. J. A. TELL, box 114, Florence, Kan.

HOUSEWORK-A competent girl wanted for housework. F. J. MANN, 315 McKnight, Great Falls, Mont.

SOUTHERN STATES

HELP WANTED-MALE

CARRIAGE and automobile body builders wanted; steady job; best wages; none but first-class hands need apply. LILLY CARRIAGE CO., Memphis, Tenn.

SALESMAN wanted (experienced) to sell soap, cotton and sewing supplies. JOHN C. MEYER, 1000 Middlesex st., Lowell, Mass.

HELP WANTED-FEMALE

HOUSEWORK-Mother and daughter, 2 sisters or 2 cousins, wanted by Sept. 10 as servants for a wealthy man and wife (no children) in Great Westbury, N. Y. George, Fla., 20 miles from Jacksonville, on the Atlantic ocean beach; one to cook, the other to wash and iron; both to do the laundry work. For further particulars, etc., address Mrs. W. J. HILL, HOLLY SUPPLY CO. (Inc.), Jacksonville, Fla.

TRIMMER, experienced, wanted for the fall and winter season at Mrs. J. G. NERN'S MILLINERY STORE, 622 Seventh st., Parkersburg, W. Va.

PACIFIC COAST

HELP WANTED-MALE

CEMENT BURNERS wanted at once at the great works of the Pacific Portland Cement Co., \$2.75 per hour; temperate, steady; good houses with electric lights and best board; desirable men can be placed the year round. Address: F. R. CARLICK & POTTER, 25 Sacramento st., San Francisco.

FARM FOREMAN-Married man, experienced in irrigation, stock, general farming and handling of men, wanted to take charge of 100-acre farm in southern Oregon; must furnish references. F. J. MASON, Board of Trade, 1018 Board of Trade, San Francisco.

SALESMAN-Gentleman of sterling character, living within 50 miles of San Francisco, to represent old established furniture concern; must be good salesman, first-class investment security; salary and commission. Address with references, WALTER H. CHERRY, 201 National Bldg., San Francisco, Cal.

COOKS wanted; thoroughly experienced and capable; best wages; none but first-class hands required. TRACY & SMITH, 11 East st., San Francisco.

Men Wanted-200

TO SHIP SOUTH on long woodwork job; \$1.50 per cord, 4 ft. to 6 ft. CRYSTAL CEMENT CO., 201 National Bldg., San Francisco, Cal.

BOSTON AND N. E.

SITUATIONS WANTED-MALE

AMERICAN BOY (14), grammar school graduate, desires position with opportunity of advancement; good references. GEORGE N. STEVENS, 47 Frost st., No. Cambridge, Mass.

ASSISTANT in library or law office (43); 35-40; Montpelier, Vt.; references. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

ATTENDANT-Young Englishman (28), just out from old country, seeks occupation as attendant; institution experience; strictly temperate; good references. ROBERT WEIGHTS, 288 Shawmut ave., Boston.

WORKER-Young man, first-class at round work, wants position on bread, cake and pastry, any size shop; all letters answered. H. WEINER, 27 Newton st., Boston.

BANK CLERK with 7 years' experience, quick and accurate, and excellent references; desires position in bank or office. HARRY A. NORTON, Jr., 14 Kingsbury st., Boston.

BELL BOY desires position in city or mountain hotel; good references. CONCORD EMP. AGENCY, Concord, N. H.

BOOKKEEPER and office man, now employed, desires a change; 10 years' experience; young man; high class references. ANDREW DUFFIN, box 51, Sanderson, N. H.

MECHANICAL SUPERINTENDENT, tool designer (32), 141 experience and references; 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

PAINTER, paper hanger, general repairs (30); 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

PAINTER, first class, desires position or will take work by day or job; good references; fully experienced. L. E. BENTLEY, 288 Shawmut ave., Boston.

PEN AND INK ILLUSTRATOR desires position; landscape work preferred. ROBERT H. MAXWELL, 85 Cherry st., Waltham, Mass.

PORTER-VALET - Young Englishman (28), 10 years' experience; gentleman's chambers; references. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

PRIVATE STENOGRAPHER wishes position; 10 years' experience; references. HAROLD M. BROWN, 7th st., Easton, Pa.

RAILROAD CONDUCTOR desires change of position; would accept outside position. FRED WHITE, 36 Henshaw st., Boston.

SALESMAN (lacy cakes and crackers), 10 years' experience; references. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

SALESMAN desires position in grocery or general store; experienced; trustworthy; reliable; best of references. K. SHATTUCK, Wingham, Mass.

SECRET METAL WORKER, riveter (32), has tools. Mention No. 3217. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

SHIPPER desires position, or general work; 10 years' experience; married; strictly temperate; all things; references. FRED MORGAN, 22 Concord st., Boston.

STENOGRAPHER, assistant bookkeeper (21); 12-15 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

STENOGRAPHER, typewriter, secretary (21); 15 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

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BOSTON AND N. E.

SITUATIONS WANTED-MALE

CLERK-Young man (18) would like position with firm where there is opportunity for advancement; good at dictation; good penman; has knowledge of retail, stenography and typewriter. HAROLD HURST, 84 Horace st., East Boston.

CLERK-Young man, high school graduate, desires position 1/2 day, or from 9 to 4; can type, stenograph, and use adding machine; references. J. M. J. KENDALL, Newport, Vt., next 12 Ashford st., Allston, Mass.

LECTOR, clerk, salesman, stock clerk (25); 11 experience and references. Mention No. 3238. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

COOK desires position as night cook in restaurant; if required, H. M. KELLEY, 16 Cliff st., Norwich, Conn.

COYSTER desires employment typewriter, address envelopes or manuscript. C. H. PACKARD, 224 Mill st., Dorchester, Mass.

COOKMAKER, laundry foreman (30), has lot of tools. Mention No. 3240. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

CORRESPONDENT-A young, forceful, well-taught sales or general correspondent (25) of literary training, advertising knowledge, and general business experience; seeks immediate opening; qualified especially for correspondence English and French. ARTHUR H. BUSH, 10 Waite st., Malden, Mass.

DRIVER-Young man (21) wishes position as driver or would like to learn the automobile business; best references. WM. WALSH, 61 Newbury st., Boston.

ENGINEER-Young man, unmarried, desires position with mechanical engineer as assistant. B. J. LEVERETT, 21 Brookline, Mass.

FARMER (single, American) desires position as caretaker of gentleman's place or manager of small farm. FRED H. HENRY, 215 Webster ave., Boston.

FARMER-American (19) desires position on farm; 14 good milkers and can care for horses. RALPH A. E. HILL, 101 E. 1st st., Boston.

FARM HAND and LABORER desires position. CONCORD EMP. AGENCY, Concord, N. H.

FLORIST and landscape gardener desires position; capable of filling a first-class place and handling help; thoroughly understands the growing of all plants and vegetables under glass. E. A. HOUSTON, 100 W. 1st st., Springfield, Mass.

GARDENER-All-around desires position in or near Boston; well experienced with horses. A. HANBROCK, 1430 Columbia st., Boston.

GASFITTER, plumber, help, practical man, desires situation; ready for work; references furnished. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

GENERAL MAN desires position on a gentleman's estate; greenhouse experience; 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

GROCERY CLERK, experienced, desires position in grocery store. W. O. SMITH, 152 Brighton st., Boston.

HARNESS-MAKER (middle-aged) desires position either at his trade or any steady work. F. J. MASON, Board of Trade, 1018 Board of Trade, San Francisco.

HEAD CLERK desires position in retail grocery store; 10 years' experience; references. STEPHEN CHADWICK, 31 Washington st., Salem, Mass.

HOTEL WORK-MAN and wife wish employment in hotel in the South for the winter; wife experienced matron and cook. H. B. HILL, 115-117 st., Boston.

INSPECTOR, timekeeper, traveling agent, teacher (32), 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

INSPECTOR, draftsman (22), Mention No. 3242. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

INTERPRETER-Young man (24), speaks English, French, Italian, Greek and Turkish; desires position as interpreter. SAVIOUR G. GAFFAND, 27 Yarmouth st., Boston.

JANITOR-Young colored, married man, would like position as janitor, porter, or elevator man; first class references. ALLEN ALLEN, 510 Ferry st., Everett, Mass.

LAUNDRY MAN or washer desires position; 10 years' experience; references. BROWN, 159 Massachusetts ave., Boston.

LOCOMOTIVE ENGINEER, watchman (30); 20 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

MAN and WIFE (colored) desire work inside; first-class references. Address up till Sept. 1, W. ELLIOTT, 97 W. 1st st., Boston.

MECHANICAL DRAFTSMAN desires position; familiar with the design, construction and operation of steam engines, pumps, machinery and condensers. W. L. BLAKE, 475 North st., Fitchburg, Mass.

MECHANICAL SUPERINTENDENT, tool designer (32), 141 experience and references; 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

OFFICE MAN (20), married, experienced, desires position in bank or office; ability will be appreciated; 10 years' experience. C. M. YARROW, 501 Saratoga st., East Boston.

OFFICE WORKER, stock clerk (21); \$3-10 week. Mention No. 3224. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

PAINTER, paper hanger, general repairs (30); 10 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

PAINTER, first class, desires position or will take work by day or job; good references; fully experienced. L. E. BENTLEY, 288 Shawmut ave., Boston.

PEN AND INK ILLUSTRATOR desires position; landscape work preferred. ROBERT H. MAXWELL, 85 Cherry st., Waltham, Mass.

PORTER-VALET - Young Englishman (28), 10 years' experience; gentleman's chambers; references. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

PRIVATE STENOGRAPHER wishes position; 10 years' experience; references. HAROLD M. BROWN, 7th st., Easton, Pa.

RAILROAD CONDUCTOR desires change of position; would accept outside position. FRED WHITE, 36 Henshaw st., Boston.

SALESMAN (lacy cakes and crackers), 10 years' experience; references. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

SALESMAN desires position in grocery or general store; experienced; trustworthy; reliable; best of references. K. SHATTUCK, Wingham, Mass.

SECRET METAL WORKER, riveter (32), has tools. Mention No. 3217. STATE FREE EMP. BUREAU (service free to all), 8 Kneeland st., Boston.

SHIPPER desires position, or general work; 10 years' experience; married; strictly temperate; all things; references. FRED MORGAN, 22 Concord st., Boston.

STENOGRAPHER, assistant bookkeeper (21); 12-15 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

STENOGRAPHER, typewriter, secretary (21); 15 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

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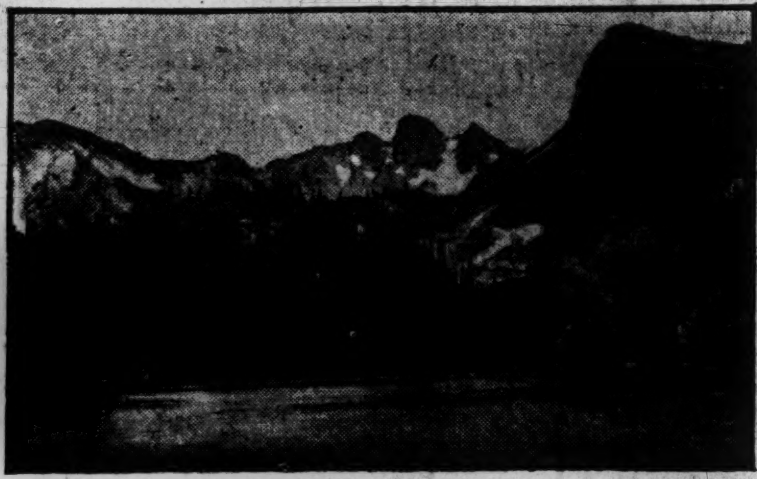
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STENOGRAPHER, typewriter, secretary (21); 15 years' experience. E. J. BUREAU (service free to all), 8 Kneeland st., Boston.

STENOGRAPHER, typewriter, secretary (21);

British Columbia Many Switzerland

Grand scenery around the city of Revelstoke.



EVA LAKE IN VICTORIA PARK.

This park, near the city of Revelstoke in British Columbia, is several thousand acres in extent, with varied scenery.

REVELSTOKE, B. C.—British Columbia, one great sea of mountains, is many Switzerland rolled into one. The great mineral and lumber wealth of this province has come to be recognized. Steamboats, roads and t. i. s; chalets, and giant hotels conducted in a most up-to-date manner all help to tell a story of development.

Situated in the heart of this vast territory is the city of Revelstoke, the largest interior town of the province, beautifully located on the Columbia river, and unexcelled for the grandeur of its magnificent mountain scenes. There are the snow-capped heights of Clach-na-codion, with its long, timbered slopes, divided at the upper end of the reach by the dark valley of the Illecillewaet river. Here fir, cedar and hemlock grow in an abundance more than sufficient to meet the needs for years to come of the lumber concerns drawing upon its growth.

A short distance to the north the heavily timbered depths of Jordan Pass loom dim and mysterious, while in the opposite direction may be seen the glistening glaciers of Mt. McKenzie; but probably the most prominent feature of the Gold range, as it is called, is Mt. Bogie, the glacier in its northern base presenting a perpendicular wall of ice several hundred feet thick. Because of its

domineering appearance, it was named after a supreme court justice who ruled British Columbia with a rod of iron during the gold excitement of the sixties.

It remains, however, for Victoria Park on the summit of Mt. Revelstoke to hold forth the stellar attractions. Here there are 5000 acres which afford the finest, natural parks possessed by any city in the world. Its scenery is varied—alpine meadows dotted with balsams, rushing mountain torrents and waterfalls, lakes, deep ravines, and, for a short period in the summer, hundreds of acres of beautiful flowers.

Well-defined trails lead to this park, which may be reached on horseback or by walking, but persons not accustomed to mountain-climbing are always advised to use saddle horses. To walk would consume a whole day, and perchance one might not get no further than the chalet near the entrance, but if one is fortunate enough to be a member of some mountaineering club, camp beds may be procured at a nominal charge.

From the park is afforded a magnificent view of the surrounding mountains, many of which are glacier hung, nearly all of them snow capped. For those who enjoy such scenery the constant changing of the lights and shadows is a source of never-ending fascination.

Chatty Bits from Washington

WASHINGTON—Reports of outbreaks in Cuba are but the reflection of a problem which threatens the new republic with serious consequences, according to experts in touch with the island. This problem is the race question, and the situation is more acute than in the United States.

It is for this reason that the government at Havana never overlooks small outbreaks. Troops are at once rushed to the scene as soon as a disturbance is reported. In every instance the disorders have been suppressed but the difficulty, of which they are but a sign, has not materially diminished.

At the time of the war of liberation when the island undertook to lift the yoke of Spanish dominion, fully 60 per cent of the army came from the province of Santiago. A large portion of this army was made up of negroes. Whether or not they were given promise of equal representation with the whites beside whom they fought or promised a share of the public offices under the new government, the negroes have that impression. So far they have not received any of the offices, and their privileges are in fact not as extensive as those of the white element.

They feel that they have not been treated fairly and since the establishment of the present government there have been numerous small outbreaks of a revolutionary character—disturbances which presage a more serious revolution later if conditions do not change.

Military experts of the war department are considering a plan to add the dirigible balloon or airship to the equipment of the signal corps. A strong plea will be made to Congress during the coming session for an appropriation sufficient to enable the department to purchase one or two airships of the Zeppelin type and build a plant necessary for their maintenance.

This means that the army is not ready to adopt the aeroplane as a part of the military equipment for national defense. The experts are of opinion that the dirigible has been perfected, while the aeroplane is still in the experimental stage. The dirigible, they say, is making trips with a high degree of certainty and has proved its usefulness as a war machine not only for scouting purposes, but for carrying materials and men and weapons which could be used to great advantage.

Such a pronouncement on the merits of the dirigible by the officers of the general staff is the present decision on the controversy which has been maintained by the partisans of the two types since the aeroplane came. The army has faith in the dirigible, despite the accidents to the Zeppelin ships, and has no present faith in the aeroplane.

It is the ultimate purpose of the signal corps, according to the general plan which has been adopted, to establish the aerial corps as subsidiary to the coast artillery corps. Stations will be established for the big airships at forts along the coast, so that they may be ready for service either in connection with naval engage-

ments in case of attack by a foreign navy, or in connection with land maneuvers. As a part of their practice work the big ship will sail up and down the coast in order to train themselves for their work as a sort of aerial scouting line.

WASHINGTON—"To see Parliament and the House of Lords in session you get official letters here to the American ambassador at London," said a tourist who has just returned from a long trip abroad. "You place them beside your letter of credit and in due time you arrive in London. With a light heart you look up your representative. On a street of great insignificance you discover an imposing mansion having our flag aloft and the dancing stars and stripes make you feel good. When you reach the palace you don't find any sign on it, but the flag tells you that it's the right place and you confidently ring the bell. A colored youth answers and asks whether you have letters of introduction. 'Have I?' you say inwardly as your chest swells and you pass over the letters asking for the use of one of the seats in Parliament placed as the disposal of our embassy. The youth ushers you into a reading room.

"Filled with the American feeling of satisfaction you note your surroundings but keep your eyes mostly on the door where the 'higher up' summoned by the boy will enter. Your mind pictures a brisk, wholesome, cordial and wideawake young American secretary who will hear what you have to say and then tell you whether your request can be granted. A cordial American! Wow!

"When I was there, through the door came a regular stage Englishman. With stiff neck and tilted nose he stopped just inside the door with a pose reflecting a fear that he expected a most disagreeable experience. I wondered if he was going to see me at all. Finally he opened up with the broadest kind of cockney. I spoke of the letters I held and he said in a superior manner he did not care to see them. He knew I wanted a seat in Parliament, he said. The embassy had three seats at its disposal, but he didn't know whether he could let me have one, and I might call in a few days. All this with a contemptuous and supercilious manner and in a dialect so broad I could hardly understand. I told him diplomatically a few things and left the place. I may be over-sensitive, but it strikes me that when an American visits a United States embassy he has the right of decent treatment and not to be treated by a foreign flunkey as though he were a beggar or an intruder."

An echo of the boom in rubber that extends all around the world is given in a report from Consul-General James T. Du Bois at Singapore. An increase in demand has caused extremely high prices in the rubber markets and one result has been the planting of rubber trees on a tremendous scale wherever the soil favors its growth.

Mr. Du Bois says that the eastern rubber boom has caused the flotation of 75 companies with 35,000,000 shares, capitalized at nearly \$80,000,000 gold. The amount actually expended by the companies, the consul-general says, represents only a modest part of the total

value set upon these properties by the speculating world.

Wide reaches of waste land on the island at Singapore, formerly used in the growth of coffee and pepper, are being planted with thousands of rubber plants. In Malacca there were formerly many square miles of land covered with lalang, the hiding place of the tigers, which have been transformed into fine rubber plantations.

The last touch of perfection to the use of the wireless as a safety appliance to ships has been added by several Italian scientists, who have collaborated on a "compass actuated by Hertzian waves."

This compass differs from the usual needle used in navigation in that it is not sensitive to the earth's magnet but to electrical currents. With this device aboard, a ship's captain in the foggiest weather can locate any nearby vessel that is sending out wireless messages as the needle points directly to the center of the electric currents sent out from the other vessel.

Likewise when a vessel in distress sends out the wireless C. Q. D. call for help, an approaching rescue ship is directed by this compass directly to the ship. One of the greatest handicaps heretofore has been the delay which has occurred during the search for the wrecked ship through repeated wireless directions. In the instance of the sinking of the steamship Republic, one of the most notable cases of the value of the wireless in calling aid to wrecked ships, the vessel drifted a great distance after sending out the C. Q. D. call.

This necessitated a four-hour search by the rescuing ship after it had reached the original location telegraphed by the Republic. Had the condition of the Republic been more critical, the result of the delay might have been disastrous. With this new compass, this difficulty would have been obviated.

A curious instance of the "roundabout" channels of commerce is given in the report of an American consul stationed in the Malay peninsula.

The Malay peninsula, he states, produces about 65 per cent of the world's output of tin. The total production is valued at some \$41,000,000.

The United States consumes one fourth of this. Now nearly one half of the total exports of the country to the Malay peninsula are contained in tin cans, the same tin sent from them in the crude form. A great part of this export is in one gallon tin buckets containing petroleum. After the contents of these cans have been used, the natives convert them into every conceivable household utensil. The interior of any Malay or Chinese home in the peninsula, says the consul, is filled with American tin cans of every size and shape. Holes are punched in them for sieves, they are fashioned into dustpans, baking and cooking utensils and water buckets.

Indeed the demand has become so great that it is branching into an industry and many men are employed in making household utensils out of second hand American tin cans, the tin for which was mined at their very feet.

MICHIGAN STARTS A DEER PRESERVE

ANN ARBOR, Mich.—In pursuance of the aim of the state of Michigan to maintain a large game preserve, during the past week the state game commission planted a herd of deer on Isle Royal. It is hoped that this herd will be the nucleus of the largest state preserve in the country. The deer were turned over to the state by people who captured them on farms.

Isle Royal is a large, bleak island, inhabited only during the summer months and then sparsely. During the deer-hunting season, in November it would be difficult to reach the island, so that the deer, if protected during the summer, would not be molested during the greater part of the year, and within a few years should multiply into a considerable herd. If this experiment proves to be a success, it is likely that the state will endeavor to protect other native game animals which may be taken to the island.

STRIKE WRANGLE AMONG SEAMEN

COPENHAGEN—The international congress of sailors and marine firemen, now in session here, Wednesday received telegraphic greetings from the Seamen's Union of America. During the proceedings the Anglo-American proposal to establish a separate seamen's federation was rejected because of the opposition of the German delegates.

This has intensified the feeling between the British and German delegates which arose from the denunciation by the Germans of the plans of the British delegates to bring about a general international strike of firemen and sailors for better wages and conditions of work. The belief prevails that the conflict of interests will lead to the dissolution of the existing international transportation workers' federation through the secession of its American and British members.

PLAN BIG FLAG FOR CENTENNIAL

MEXICO CITY—The largest flag ever seen in Mexico will be unfurled on the Zocalo Sept. 6, if a plan submitted to the Governor of the federal district is accepted. The idea is that of an English concern, and the flag, made in London, will be brought over for the banner parade of school children Sept. 6. This flag will measure 40 by 23 feet. No Mexican flag of that size has ever been made before.

The idea is to unfurl the mammoth flag in front of the National Palace as the parade of school children is finished. Another Beacon hill property has passed into new hands, it being the 4 1/2-story brick building and 4822 square feet of land at 61 Mt. Vernon street, near the junction of Joy street, running through to Pinckney street. The total valuation is \$40,000, of which amount \$2500 is on the land. The transaction was made through the office of W. J. McDonald, 95 Milk street, and the grantor is James O. Leman and the grantee W. Stanley Trip.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

Advertisers may have answers sent care of New York Office, Suite 2002, 2003 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, Suite 750 People's Gas Bldg., Michigan Ave. and Adams St.

HOUSES TO LET

BEACON STREET
Near the Public Garden
TO LET UNFURNISHED—House of 17 rooms besides bath-rooms, toilets, etc.; owner wishes a good tenant for a term of years and will make alterations, if necessary, for such a one. Apply to **MEREDITH & GREW** 15 CONGRESS ST.

BUSINESS CHAMBERS
PHOTO AND ARTISTS' STUDIOS
Also **BUSINESS CHAMBERS**
SINGLE or en groupe, with living rooms combined; glorious light; every convenience; rent very reasonable. **ALLEN, HALL & CO.**, 384 Boylston St., Boston.

FINANCIAL
CANDY
Able business woman, willing to invest \$5000, wanted as treasurer for candy corporation. Can handle own money and have it fully secured. 50c. chocolates and bonbons manufactured. Best of references required and given. Appointments made for personal interview by addressing **F. E. TENNEY**, 60 State St., Boston.

FOR SALE
FOR SALE—Double brass bed, upright bed, chiffonier, dressing table, bathrobe; all in oak, in good condition. Tel. Brookline 1514-3. P. 681, Monitor Office.

REAL ESTATE NEWS

Another Beacon hill property has passed into new hands, it being the 4 1/2-story brick building and 4822 square feet of land at 61 Mt. Vernon street, near the junction of Joy street, running through to Pinckney street. The total valuation is \$40,000, of which amount \$2500 is on the land. The transaction was made through the office of W. J. McDonald, 95 Milk street, and the grantor is James O. Leman and the grantee W. Stanley Trip.

The estate numbered 70 Clarendon street, South End, has been disposed of by Joseph Weinberg to Annie F. Levy, \$12,000 in assessed valuation being involved. There is a four-story brick building and 1308 square feet of land, the latter taxed at \$5600.

A West end property just sold involves that at 41 McLean street, near the corner of Blossom street, Alice M. Kienan conveying to Harris Leschfsky, who conveys to George F. Wentworth, and the latter to Rebecca Leschfsky. The property is taxed for \$8000, \$3700 being on the 1300 square feet of land. There is a 3 1/2-story and basement brick house. The Riverbank Improvement Company has taken title from Harry Burnett to a parcel of land situated on Bay State road and Ashby street, Back Bay, there being 3494 square feet, taxed for \$12,100.

Although August is considered the dull season of the year in real estate circles, there is considerable doing at the present time. In addition to a number of transactions recently reported, agreement papers have been signed, whereby several important Back Bay parcels will soon change ownership. The same is true as regards downtown business property and realty in the South End district.

With a few exceptions, the sales will ultimately mean the improvement of the present buildings or the construction of new ones. One of the downtown deals is on Summer street and involves property valued at more than \$500,000.

BRIGHTON-DORCHESTER.
Several transactions in various parts of Brighton have recently been closed, the purchasers buying in many cases for occupancy. One of the latest sales involves the property at 25 Henshaw street, corner of 11 Menlo street, Alice M. Keenan being the purchaser, and the grantor Eugene A. Farrow. The change in ownership involves a large frame house, occupying 6214 square feet of land, assessed for \$2000. The total rating on the property is \$11,000. The consideration paid is not stated.

Through the office of John G. Kiley, Kimball building, Samuel M. Davenport has sold to John J. Biondoni the frame double house at 21 to 23 Bentley street, Brighton, assessed for \$6800, there being 4867 square feet of land, taxed for \$1100. The price paid is not stated. The new owner buys to occupy as a home.

Another Brighton sale involves a lot of 14,197 square feet of land also on Henshaw street near Menlo street, William H. Woods being the purchaser for immediate improvement. The land is taxed for 30 cents per square foot. The property was owned by the heirs of S. H. Bennett, title being given by Sarah A. Mather et al. The broker was Henry D. Bennett.

Henderson & Ross, Kimball building, report final papers passed in the sale for Dr. Morris D. Slattery of New Haven, Conn., of a frame, three-apartment dwelling at 189-191 Kilton street, Dorchester, with 4158 feet of land, having a total taxed value of \$4500. C. H. Lythbans buys for investment.

Joseph C. O'Kane has sold for Anton Schlatz a new three-family house at 5 Toplift street, Dorchester, together with 3515 feet of land, assessed for \$6400 of which \$900 is on the land. The purchaser, Simon Collins, buys for investment.

NORTH SCITUATE LAND SOLD.
The deed has been recorded at Plymouth, transferring title in a lot from Evelyn L. Savage of Onset to Henrietta H. Wood of Brookline. This property

APARTMENTS TO LET

BROOKLINE Apartments
Why go to many brokers, owners and landlords to see the various suites to let in Brookline when you can come to our Coolidge Corner office and be taken in one of our carriages to any suite in the market, many of the most desirable of which being known only to us?
Our carriages are in charge of well-posted salesmen, whose services are freely at your disposal.

Frank A. Russell,
113 DEVONSHIRE ST., BOSTON.
1321 BEACON ST., COOLIDGE CORNER.
219 WASH'N ST., BROOKLINE VILLAGE.

BEAUTIFUL APARTMENTS
SEVEN rooms and bath, continuous hot water, steam heat, corner suites; price \$35 to \$40; taken now lease run to begin Sept. Apply to Janitor, 204 Columbia road, Dorchester, Mass.

BEST LOCATION IN DORCHESTER
Fine apartments of 6 and 7 rooms and bath; hot water heat, continuous hot water, full janitor service. Call and see them. J. G. CORSON, 820 Blue Hill ave., opp. Franklin Park.

FURNISHED APARTMENT TO RENT
FOR YEAR—Six rooms and bath, library and piano; 20 min. from subway; pleasing outlook. Tel. Brookline 2205-1.

SMALL SUITE
Rent \$40. Furniture of same for sale. Apply **WARNER**, 60 St. Botolph st., suite 1, Back Bay.

REAL ESTATE NEWS

has a frontage of 95 feet on Grasshopper lane and 218 feet on Garfield avenue, North Scituate, and contains 20,540 square feet. The new owner intends to build a summer residence for occupancy next season. George A. Dill, Tremont building, was the broker.

BUILDING NOTICES

Permits to construct, alter or repair buildings were posted in the office of the building commissioner of the city of Boston today as printed below. Location, owner, architect and nature of work are named in the order here given:

Devonshire st., 76; Frederick S. Goodwin, Shepley, Rutan and Coolidge; brick banking.
Grant st., 45; Am. Sugar Ref. Co., Fred. M. Gibson; brick storage.
Alexander st., 106 and 111; Philip Le Blanc, T. Lyons; wood dwelling.
Dunster rd., 45-47; Martin Flynn; wood dwelling.
Morton st., 687-695; Fred. J. Rockwell; wood dwelling.
Butler st., 100; B. R. B. and Lynn R. H.; alter machine shop.
Canal st., 32-46; Peter Bent Brigham Hos. S. Market st., 30-40, and 13-14 Chatham st.; John D. Williams tr. P. T. Eskridge; alter mercantile.
Merchants row, 37-39; Cudahy Packing Co.; alter mercantile.
Hudson st., 16; estate T. J. Lane; alter store, etc.
Pent st., 88; R. H. Gardner; alter mercantile.
Tremont st., 155; J. M. Sears; alter mercantile.
McLean st., 41; Allen st., 28; Harris Leschfsky; t. d. dwelling.
W. Newton st., 207; J. A. Misset; alter dwelling.
Charles st., 148; J. T. Fields estate; alter dwelling.
Winlow st., 24; Isabel H. Greenwood; alter dwelling.
Norfolk ave., 31; Woodley Soap Mfg. Co., Dykeman & Murray; alter manufacturing.
Chipman st., 30; Dorothea Branting; alter dwelling.

MODEL OF LINER IS WORTH \$7000

PORTLAND, Ore.—Sent especially to Portland from Bremen, there is on exhibition at the city ticket offices of the Oregon Railroad & Navigation Company, a gigantic model of the Kronprinzessin, the new crack boat of the Norddeutscher Lloyd line.

The model is estimated at over \$7000 valuation. With minute detail every part of the boat's equipment is reproduced to scale. The model is about 10 feet long and stands in a glass case. The details of the wireless equipment can be easily recognized. Every boat and every port-hole in the original is reproduced in the model.

On the foremost fly the stars and stripes. The German colors flutter from the mizzen, while the house flag hangs from the mainmast.

REGISTER URGED OF ALL AIRCRAFT

WASHINGTON—All aeroplanes and their operators in this country will be registered with the war department and legally obliged to become available at an instant's notice in time of war for scout duty, if the present ideas of the heads of the signal corps are put into effect, in line with the proposal in his annual report of Maj.-Gen. Frederick Dent Grant, late commander of the department of the lakes, in regard to auto. mobiles.

Maj. George O. Squier, acting chief signal officer of the army, is in favor of a plan by which aeroplanes should become available in time of war. General Allen, chief of the corps, will probably incorporate some such recommendation in his annual report, due in October.

CERESITE LINES HUGE RESERVOIR

A reservoir built by the United States government at Key West for a water supply for the naval station has just been completed, says the Chicago Inter-Ocean. This is one of the largest reservoirs in the country, 40 feet high and 80 feet in diameter.

Water will be let into the reservoir as soon as the steel roof is completed.

APARTMENTS TO LET—NEW YORK
TO RENT FURNISHED UNTIL SEPT. 1 OR LONGER IF DESIRED, IN FAVORABLE HOTEL, A BEAUTIFULLY FURNISHED SUITE, 2 ROOMS, BATH AND BATH; WILL SACRIFICE; IMMEDIATE POSSESSION; REFERENCES REQUIRED. STERN, SCHUYLER ARMS, 307 W. 95TH ST., NEW YORK.

6 TO 12 WEST 95TH ST.
5 ROOMS AND BATH, \$35.
8 ROOMS AND BATH, \$40 TO \$45.
All light apartments. Lowest rent on West Side. First-class references required. All rooms white enamel dishes. Apply Super on premises, or **FRANK L. FISHER CO.**, 440 COLUMBUS AVE.

SIX-ROOM APARTMENT on top floor to sub-let unfurnished; light and airy; new, thoroughly first-class elevator apartment house; every convenience; generous concessions. Negotiate with C. H. FISHBURN direct, apartment 62, 600 W. 107th st., cor. Broadway, opposite subway.

WOMEN'S SPECIALTIES
Bleach for Feathers
Our Ready-to-Use Bleach for white feathers can be used successfully at home. Sent to you by mail, or \$2.00 per dozen. Write **THE MAPLE BROS. CO.**, 605 West Sixth St., Los Angeles, Cal.

HOUSEHOLD NEEDS
SUFFOLK STORAGE WAREHOUSE CO.
Storage for household goods, pianos, books, trunks, carriages, etc. Estimates furnished free. Send for booklet. Tel. Rox. 323.

INSTRUCTION
INSTRUCTION—Experienced graduate of Michigan State Normal College desires private tutoring in Chicago; best of references in Chicago and elsewhere. Address **MISS NONA E. LEMMON**, 434 Madison ave., South Bend, Ind. Tel. 1307 Bell.

RESTAURANTS
SOUTH STATION RESTAURANT
ALWAYS ESSENTIAL to know a good place to eat. For the Cambridge connection, the South Station, Boston, you will find quick service and pure food at the restaurant and lunch room; accommodations for 500 people; all modern conveniences. J. G. COOPER & CO., Proprietors.

NOTICES
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GERMAN STREET CAR METHODS
DIFFER GREATLY FROM OURS

An American Traveler Who Has Passed Considerable Time in Six German Cities Points Out Ways in Which the Public Is Better Accommodated There.

DURING the past few months I have spent a great deal of time in each of six German cities: Dusseldorf, Essen, Cologne, Bonn, Mayence and Strassburg, and have ridden on the street railway lines in each of these places," writes a contributor to "Engineering News." "What I have seen makes me wonder why the street railway service in these German cities differs so greatly from what we are accustomed to in most American cities."

"For instance, in all my street-railway riding in Germany, I have not yet seen a crowded street railway car. Only once have I seen passengers standing inside a car, and that was on a evening when the fireworks display in honor of Zeppelin and the International Congress of Metallurgy occurred at Dusseldorf and a crowd of many thousands was dispersing. Even then the crowd was handled promptly and comfortably and with very few passengers standing in the aisles. The Germans recognize the necessity of making street-railway service flexible, to provide for variations in travel at different times, and they attach rail cars behind the motor car.

"American street railways have provided for increased traffic by putting on larger and heavier cars, but the Germans have met the same problem by running trains of two or three cars. The floors of German street cars are low, like the American street cars of a dozen years ago. They are far easier to get in and out of than our high-floored American cars. Then, with a train of two or three cars, a choice of accommodations between open and closed cars is given. Again, these short, light cars are very easy on track compared with the huge, heavy cars now run in American cities. Still again, it is easy and quick to provide for variation in the traffic by adding to or dropping off cars.

"Every German street car is plainly marked inside with the number of passengers that may be seated in it and on the platforms are marked the number who may stand there. And cars enough are run so that the public is provided for without having to stand and wait. At least I have never yet in Germany attempted to board a street car and been refused because the available places were all full.

"The German street cars are clean. They are kept well painted and varnished. And not only are the cars clean, but the employees are clean. Their uniforms are immaculate, their brass buttons shining, and the men are courteous.

"In comparing rates of fare it must be remembered that, on the German scale of prices, 10 pfennigs goes nearly as far as a nickel in America. Also, German cities are compact and distances are short compared with our American cities, with their straggling suburbs. Admittedly one can ride farther in an American street car for five cents than on a German street car; but the multitude of short distance travelers have either to walk or pay double what they would pay in Germany."

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ALBEMARLE CHAMBERS, No. 5, Albemarle st., suite 2—One furnished room in private family with use of kitchen.

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Rooms and board at places; lists free. **BOSTON RENTING CO.**, 175 Tremont st.

THE HOME FORUM

Sargent in Landscape

Of the pictures in the Academy last May the London Nation said: The ripe and finished mastery of Mr. Sargent, transferred from the portrait to the landscape section, is best realized in his amazing "Glacier Stream" plunging in cascades along beds of slaty rock. By different methods from those of Monet, he has reached an equally powerful illusion of blazing blue sky and radiant sunlight, and the picture, a mere objective study, as it really is, leads the landscape as easily as a Sargent portrait was wont to lead the portraits. "Objective," perhaps, is a misleading word to use of Mr. Sargent's work. For objectiveness, strung to such a fine pitch as in this instance, takes on a new significance; it becomes, like subjectiveness, an expression of individuality. There is a further question—that of decorative quality, usually considered a valuable quality in a landscape. "Glacier Stream" is not decorative in the same sense as, say, Mr. East's careful and enormously dignified "Autumn in the Valley of the Seine." At the same time, it would be rash to assert that Mr. Sargent is blind to the decorative side of nature. He has too great a sense of form for that. He sees her from a different standpoint; but the decorative is that is always in nature for those who have eyes is, nevertheless, seized and registered by his sub-conscious effort. Constable's pictures are often decorative; but Constable did not set out to paint a decoration, but to reproduce the solidity of the earth, the airy spaciousness of the sky, the tremble of the dew upon the leaves. So "Glacier Stream" abides in the memory while other landscapes of this Academy, many of them excellent and accomplished landscapes, fade and grow dim.

New Mexico Area

New Mexico will be the fourth state in the Union in area, and only Texas, California and Montana are larger. Nearly all of it is over 400 feet above sea level, and some of its mountains are more than 12,000 feet high. The soil seems to be good wherever it can be irrigated, and the average annual rainfall is about 15 inches. The mean temperature at Santa Fe is 50 degrees, the warmest month showing an average of 70 and the coldest one of 30.—Exchange.

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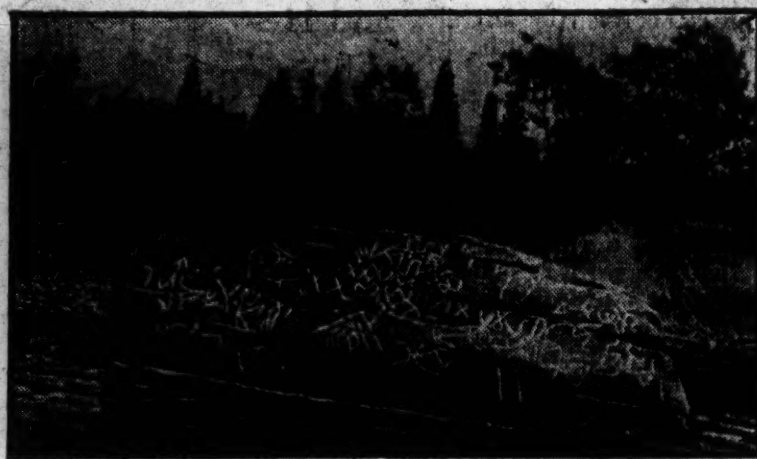
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UNIQUE LANDMARK



DIGHTON ROCK, TAUNTON RIVER.
Oldest hieroglyphic carving in this country.

ON the east shore of the Taunton river at a point near the boundary lines of Taunton, Dighton and Berkley, lies the celebrated Dighton Rock, probably the oldest relic and most antique specimen of hieroglyphic carving in this country. By not a few people it is considered to be more venerable than even the rock of the landing of the Pilgrims, and during the summer it is visited, inspected and studied by hundreds of tourists who come in carriages and chiefly in launches. James Sever, secretary of the Old Colony Historical Society, estimates that more than 10,000 people have viewed the rock in the past few years. It is world-famed through the researches that have been made and after more than 100 years of search nothing definite has been found of the origin of the rare carving.

Its inscriptions have been thought to have been made by the Norsemen, and many prominent scholars and historians hold the same opinion now, but at a recent meeting of the historical society discussion tended to show that the characters were drawn by the Algonquin Indians and eminent authorities seen inclined to favor this last idea. The earliest record of the inscription has been found to be in 1680, when a drawing was made of the rock and a description

given as follows: "An insulated mass of gray granite, lying on the sand of the shore a few feet above low water mark and partly covered at high tide. Its length 11 feet, width 5 feet, and height above ground 4 feet and the weight about 10 tons." This description was found in an old church at Dighton. At one time a movement was under way to present the rock to the Royal Society

of Copenhagen, but that society lacked interest in it and the idea was abandoned.

Of the various theories the following are the two most generally recognized: There was a tradition among the oldest Indians that thither came a wooden house (ship) and men of another country in it, who fought the Indians with mighty success. This shows that the

monument was esteemed by these Indians and was not only antique but not work of theirs. Advocates of the Norsemen theory regard this evidence as important, as it confirms the theory and tends to show that it was not the work of Indians. The other tradition is: Some ages ago a number of white men arrived in the river on a bird (ship); the white men took into the bird captured Indians as hostages; that they took fresh water from a neighboring spring; that the Indians fell upon the white men; that during the affray thunder and lightning issued from the bird; that the hostages escaped from the bird; that the spring was called White Man's spring; that the conquering of the whites was inscribed upon the rock. The story has been put forth that some pirate sculptured the rock to mark the site of hidden treasure and the shores for hundreds of feet on each side have been dug in hopes of discovery.

The last paragraph of the official historical record is as follows: "Dighton rock was discovered in the ancient 'Tiquet' river, now Taunton river, within the domains of the Old Colony; its characters probably symbolize some historic event connected with its location; if it possesses any historic interest worthy of preservation, then let it remain where it belongs, beside the banks of the Taunton river."

In the Green Mountain State

ONE who passes through New Hampshire and comes into Vermont is at once impressed by the peculiar topography of the Green Mountain state. Hills, hills, long and countless ranges of them are everywhere and the valleys between are not broad and big as they are in New Hampshire, but one range of hills or mountains begins close to the other. This fact is probably the most notable of any as regards the make-up of the country. Even the valleys are full of undulations and rolling fields, which makes it necessary to thread the roadways through them. The pleasant drives and beautiful spots found in traveling these highways cannot be surpassed anywhere in New England.

Another noticeable beauty of this state is the abundance of brooklets and larger streams, many of which are so completely hidden by rich growths of ferns and other moisture-loving plants that they might not be discovered if it were not for their babble and merry music as the water drops in the form of a little waterfall from one level to another. And then there are the larger streams that in summer lazily wind their way through the fertile valleys, but in the spring rise many feet and often become torrents. Some of the larger streams are to be found with their beds on the side of a hill, which results in a

beautiful waterfall amid trees whose tops come close together and make a shady nook from which cool, sweet zephyrs always breathe.

Ten miles by stage from Bethel, Vt., is the little village of Barnard. In the center one finds on one side a pretty prairie-shaped lake nearly a mile long, and on the other the general store and the "hotel." A team of oxen hitched to a hayrack may be standing in front of the store, for oxen are still used in this Vermont village, adding a touch of color to the rural scene.

Farming in the strict sense of the word does not receive all of the attention of the residents of these Vermont villages. Turkey raising and berry growing are carried on to a large extent and in the case of one farm owner rug weaving on a large hand loom has an important place among the many other lines of industry.

The Bird Knew

The migratory instinct in birds is combined with another, that of the sense of direction. A gentleman who is engaged in research work for the fishery board on the government steamboat Goldseeker records a very interesting observation he made of this characteristic of migratory bird life. An oyster catcher that was being buffeted by a head wind in its eastern flight across the North sea toward the continental shores alighted on the boat. It took kindly to the attention paid to it so long as the boat kept its eastern course, but when the course of the boat was altered a few points to the northward the bird immediately showed signs of uneasiness and after an apparent consideration of its bearings flew into the darkness of the night on its eastbound course. The alteration in the boat's course was revealed to those who were watching the bird only when the compass was examined.—The Scotsman.

Manners are the happy ways of doing things. If they are superficial, so are the dewdrops which give such a depth to the morning meadows.—Emerson.

Making Hats Fashionable

It is said that one De Villiers, a Boer, was the man to introduce hats among the South African natives, and that profit, not philanthropy, was his motive.

It appears that, chancing to come across a consignment of damaged hats in Port Elizabeth, which were offered for a mere song, De Villiers bought the whole lot, packed them away in his wagon and started for Kaffirland.

When he reached Tembuland he unloaded his stock. But he found his venture likely to prove an unprofitable one. The natives did not want hats; they wanted blankets and beads and looking glasses, but they looked askance at the hats. Then a bright idea came to De Villiers. He did introduce them. His simple expedient was to refuse to sell anything to a Kaffir unless he bought a hat, too. The Kaffirs wanted his goods, so they bought the hats.

When a Kaffir buys anything he feels bound to make use of it. The natives, therefore, donned their headgear and returned to their kraals. Now appeared the brilliancy of the trader's idea. Fashion rules the world. It is as strong in Africa as in America, and when those who stayed at home saw the travelers return in all the glory of this strange covering they felt behindhand and old-fashioned. Their desire to possess the latest things in hats became intense. They paid De Villiers a visit, and his stock no longer hung heavy upon his hands. The hats were soon sold.—Harper's Weekly.

When thy heart enfolds thy brother,
God is there.—Theodore C. Williams.

College Athletics

Athletics are going to prosper in the colleges, and the college public will continue to be interested in them and crowd to see games and races, says "Life."

Nevertheless, the other side of the colleges seems to be gaining weight faster nowadays than the athletic side. Courtney has made Cornell the greatest rowing college, yet nobody thinks of rowing as anything more than an incident of life at Cornell. The average easterner knows little about sports in the big universities of Michigan, Wisconsin, Minnesota, California or Chicago, but he is apt to know something about their standing as centers of instruction and what men have been trained in them. In the last 15 years the colleges have begun to find politics a more useful field to advertise in than athletics. Wisconsin, for example, has advertised extensively in that field, and much to her credit and advantage. The mental activity of graduates is doing more for colleges than it was, the muscular proficiency of undergraduates, somewhat less.

If the wind and the brook and the bird would teach
My heart their beautiful parts of speech,
And the natural art that they say these with
My soul would sing of beauty and myth

In a rhyme and a meter that none before
Have sung in their love, or dreamed in their lore,
And the world would be richer one poet the more.
—Madison Cawein.

Children's Department

A Clever One

A gentleman was lately passing an unusually fine field of wheat. In the wheat field, not far from the highway, he saw a chipmunk.

Now there is nothing so strange and wonderful in the story so far, but listen to the remainder, in the observer's own words:

"I saw that chipmunk's head sticking up over the wheat. The stalks were about three feet high, and I wondered what the animal could be doing there. So I stopped and looked. I knew a wheat stalk would never hold him and I wondered. I couldn't understand it. I looked closer and saw that he had pulled four of the stalks together and holding them that way had climbed to the top and there he was, holding those four wheat stalks together with his four paws and eating right into the wheat heads like a good fellow, with his head."

The gentleman says that the butts of the wheat stalks the chipmunk had pulled together to make a support strong enough to bear his weight, were several inches apart. Marks on the ground showed the struggle the little fellow had had to get started.—Binghamton Herald.

You're a Brick

No doubt you have often heard one man say to another, when he is very much pleased: "You are a brick, old fellow!"

Perhaps you will think it is a very queer thing to say, but I will tell you

how such a saying is said to have come into use.

Many, many years ago, a famous king sent an ambassador to another famous king. The ambassador was much surprised to find that the king whom he was visiting had no walls around his city.

In those days, of course, in order to keep out enemies, nearly every city was surrounded by strong and high walls. So the surprised ambassador said to the king, "Why, you have no walls for the city?"

"We have," said the king.

"Where, where?" asked the ambassador, more surprised than ever.

The king then pointed to his large army, which was not far away, and said, with a smile, "There are the walls of my city. Every man you see is a brick!"

The king meant that an enemy would have to defeat these soldiers before they—that is, the enemy—could enter the city.—North American.

TODAY'S PUZZLE

NOVEL ACROSTIC.

In the following acrostic the words contain from six to ten letters each. When rightly guessed and written one below another, the third and fifth lines of letters, reading downward, will each spell the name of a country contained in the grand division named by the initials.

Crosswords: 1. A. attempt. 2. To arouse from sleep. 3. To assume again. 4. Knowing all things. 5. An outdoor party. 6. To raise.—St. Nicholas.

ANSWER TO YESTERDAY'S PUZZLE.
Transposition: Auction-caution.

The true climber knows the delight of trusting his path, of following it without seeing a step before him, sometimes only knowing it is the right path because it is the only one, and because it leads upward. This our daily duty was to us. . . . Unconsciously we learned the lesson that only by humble doing can any of us win the lofty possibilities of being. For, indeed, what we all want to find is the path. The path leads to the place, and the place, when we have found it, is only a clearing by the roadside, an opening into another path.—Lucy Larcom.

MATTER IS UNREAL

PROPOSITION of Christian Science often misunderstood is its teaching regarding the non-existence of matter. Much bitter criticism has been hurled at what is supposed to be the teaching of Christian Science regarding matter; therefore a few words of explanation may not be out of place. The declaration of Christian Science concerning the nothingness of matter should be considered as a consequent of its correlative statement "Mind is All," (Science and Health with Key to the Scriptures, by Mary Baker Eddy, p. 109), in order that its meaning may be made apparent, i. e., that what is generally called matter is but a misconception of that which is real and enduring.

It is a self-evident fact that Mind and matter as opposed entities could not exist, and since Mrs. Eddy has set forth her discovery of the ailment of Mind, many have changed their views regarding matter and now agree with this eminent teacher.

Furthermore it is found that many scientific writers attack the reality of matter thus. Professor Wilhelm Oswald of the University of Leipzig, Germany, writes of matter: "Matter is a thing of thought which we have constructed for ourselves rather imperfectly to represent what is permanent in the changes of phenomena."

Professor Huxley tells us that the only world we know or can possibly know is a thought world. Professor Fiske writes, "Apart from consciousness there are no such things as color, form, position or

hardness and there is no such thing as matter."

The importance of understanding aright the unreality of matter is found in the fact that this understanding enables mankind to manifest better physical and moral conditions. In this connection Mrs. Eddy tells us on page 409 of Science and Health, "The belief, that the unconscious substratum of mortal mind, termed the body, suffers and reports disease independently of this so-called conscious mind, is the error which prevents mortals from knowing how to govern their bodies."

The belief in the existence of matter as an entity apart from mind prohibits the idea of God as Omnipotent and fosters the conclusion that there is more than one creator. From this illogical, confused sense arise sin, sickness and death and it is the purpose of Christian Science to correct this false sense and abolish its enervating effects.

The knowledge that what is called matter is merely a misinterpretation of realities which are essentially spiritual points a way to a correct apprehension of the true universe and enables the learner to prove in an ever increasing degree that "All is infinite Mind and its infinite manifestation" (Science and Health, p. 468). This statement of Mrs. Eddy is strictly in accord with Scriptural teaching that God is all and there is none else. The proof that this premise is correct and in accord with the teachings of Jesus is established in the healing and redemptive work now being accomplished by Christian Scientists.

The remarkable change of the last few

Herrick a Classicist

A review of a book on Robert Herrick in the London Outlook says:

Dr. Moorman considers the poetry of Herrick in every aspect, and in reviews, brief in form and full of matter, sets out his relation to the poetic movements of his day. He does not jump Jacobean and Caroline under the convenient term of Elizabethan, and he knows that when the spirit of art is quickened, its progress is not to be measured by time only.

The analysis of the forms of the lyric during the English renaissance is more exact than any we have ever met before. The insistence on Jonson's direction of English poetry into classic models is merited, though some reference might have been made to the price which England and France paid for their classicism. It brought conventionality, the worst disease of literature. Herrick's excessive classicism—he is saturated with it—has made the bulk of his poetry distasteful to the poetically educated, and unintelligible to the people who have not had a smattering of Greek and Latin to forget. Of course with Herrick it was inevitable and part of the literary mode of Europe. It is interesting to notice how similar its effects sometimes were. Contrasting "Corinna's going a-Maying" with the sonnet "Marie, l'avez-vous" (Marie, arise!) of the classic Ronsard, we have a fine instance of differing inspiration. With Dr. Moorman's help it would be pleasant to taste all the variety of Herrick, and ultimately to arrive at the fact that Herrick was an artist not only in metres but in languages, that he fashioned his poems over and over again, and that he had the fine sensitiveness to words without which the literary artist is not possible.

Doing Well

"That's funny. There's a lapse of two years between the acts—"
"Well!"
"And they've got the same help."—Exchange.

Organ Music

Man makes not only finds—all earthly beauty;
Catching a thread of sunshine,
here and there,
Some shining pebble in the path of duty;
Some echo of the songs that flood the air.
—Edward Rowland Sill.

Natural Blunder

"John" asks the wife, "have you got your umbrella over?"
"Sure," answers the capable husband.
"See, I've got it on the thing."
"O John! Look what you've done. You've almost ruined my new hobbie skirt."—Exchange.

King Edward's Bookshelf

A writer in the London Sketch has an article entitled "The Bookshelf of Two Kings," the gist of which is that neither Edward VII nor his successor has had a very strong interest in literature, says the Bookman. Novels, it is true, engaged a certain portion of King Edward's time, and Marie Corelli's fiction is popularly associated with the bookshelf of the royal residences. It is less generally known that Edward perused the more knotted pages of George Meredith. Before the master novelist had reached the height of his reputation the King had read "The Egoist," and had expressed a desire to meet the author. Thackeray and Dickens, according to the writer, were known personally to King Edward and the list of his literary friends was exceedingly long.

Every day should have some part Free for the Sabbath of the heart.
—Wordsworth.

Building Large Steamships

THE new Cunard liner Franconia, built for the Boston trade, has been launched at Wallend. This vessel has a gross tonnage of 18,000 and a displacement of 25,000 tons; she is 625 feet long, 72 feet broad and 90 feet deep from the top of the deckhouse to the keel. The passenger accommodation provides for 2600 persons, that is 200 first class, 500 second class and 1900 third class.

Messrs. Swan Hunter and Wigham Richardson were the builders of this latest addition to the Cunard line. At a luncheon given to the visitors before the launch took place the chairman of the builders' firm stated that as soon as the Franconia was launched they were to commence the construction of a sister ship for the same owners and, he added, he believed that the Cunard com-

pany had decided to build a steamer of considerably larger dimensions, so large that it would be not only the largest that had ever been constructed, but the largest that had ever been thought of.

A. A. Booth, chairman of the Cunard company, said that it was exactly 70 years ago that the first Cunarder sailed from Liverpool for Boston. Boston, he said, was therefore the terminal point in the new world of the first regular transatlantic steamship service, and it should therefore be a good omen that they were beginning a new decade by building for the Boston trade two such steamers as the Franconia and the Laconia. The intimate business relations and similarity of aims and ideals which existed between Old and New England justified the employment of these steamers which had ample accommodation for cargo and all classes of passengers.

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With Key to the Scriptures

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Mary Baker Eddy

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, August 25, 1910.

The President and Tariff Revision

It is not difficult to summarize the views that Mr. Taft has expressed with regard to the tariff from his acceptance of the Republican presidential nomination to the present time. From the beginning he favored a revision of the existing law. He called an extra session of Congress for the purpose of revising the law. During the progress of the extra session he insisted that this revision be thorough rather than perfunctory, honest rather than pretended. He labored constantly with Mr. Cannon, Mr. Payne and Mr. Aldrich in behalf of reductions in the obnoxious schedules. When the measure entered conference he made it known to the leaders in both houses that he would sign no bill that did not contain important modifications. He won in a majority of cases, and when he found that he could obtain no more concessions, he put his signature to the bill with the statement that it was now the best tariff law Congress had ever given the country.

Meanwhile, and this fact is entitled to careful consideration, he had succeeded in having a provision for the creation of a tariff board incorporated in the bill. It will be recalled that in the closing hours of the conference attempts were made repeatedly to eliminate this provision, and that when the vigilance and firmness of the President prevented elimination, an appropriation to enable the carrying on of the work was denied him. Notwithstanding, he organized the board, and as a consequence of his indefatigable persistence in behalf of the idea behind it, he won over new supporters in the regular session and obtained the necessary financial aid. From the enactment of the Payne-Aldrich law he has been insistent that there be no further tariff revision along the old lines, and that no encouragement be given by his party to any move that might serve to throw open the tariff controversy to the injury of the country's business.

It has been necessary to enter upon this resume in order to show that President Taft in his present position with relation to tariff revision is perfectly consistent. If he is intelligently represented in the reports that have just come to us from Beverly, he is still favorable to revision, he is still strongly opposed to revision of a character that will have a tendency to disturb the business of the nation, he is still firmly of the opinion that revision should be confined to those schedules that are most objectionable to the general public, and that the revision should be carried out upon recommendations made to Congress by the tariff board through the executive.

While this announcement may, and very likely will, have the effect of bringing the insurgents eventually into line with the regulars, and while it may have been timed to meet recognized party exigencies; it, nevertheless, remains true that it is in perfect accord with the past policy of the President. Without much doubt the assurance that objectionable schedules shall be revised—that an earnest and an honest effort will be made to eliminate those features of the tariff law that permit certain special interests to obtain unreasonable and extortionate profits—will go far toward removing the causes of discontent and insurgency in the Republican ranks. But it would not be fair, even in order to promote party harmony, to say that the President has changed his views on the tariff. And it would not be true.

The interesting question arises: Can the tariff be touched in any quarter or at any point without inviting a period of general tariff agitation and all of its consequences? Under the system now passing, the answer would necessarily have been in the negative. Under the system now almost at hand, the answer may properly be in the affirmative. Upon information and advice given him by the tariff board, whose duty it is to go to the very bottom in its investigations into industrial conditions and the relative cost of production at home and abroad, the President may from time to time submit to Congress recommendations with regard to the revision of certain schedules, and if Congress is in sympathy with the sentiment of the country and with the efforts of the chief magistrate to comply with popular demands, it will confine its discussion and its action to those recommendations exclusively. The best guarantee we can have that Congress will act in accord with the President's views in this matter comes from our knowledge of the sensitive regard of its members for public opinion. If tariff changes that are desired by the public and recommended by the President are not made in one session or in one Congress, at the worst they will not be long delayed. And they will be made under conditions very different from those attending the framing of a tariff law on the old plan. The tariff board itself is non-partisan, and revision under its advice will be carried out in the interest of the people rather than partially or wholly in the interest of a political party.

The President has acted wisely in making his present position on the tariff question plain to the public. Whether it shall be thought in some quarters that he has not gone far enough, or in other quarters that he has gone too far, there can be no question among informed people as to the consistency of his attitude.

IF THE thousands of soldiers who have been employed of late in fighting fires in the West are to be generally utilized for such service in the future, their experience has already taught them that they could perform more efficient work were they armed with squirt guns.

SQUANTUM now wishes to have the newspapers specially designate it as the place where the Harvard Aeronautical Society is to hold its Harvard-Boston aero meet. Thus does it mean to make the air as well as the sea contribute to its greatness.

RUSSIA's proposed improvement and extension of her inland waterway system at a cost estimated at more than \$67,000,000 is an indication that her great commercial interests are to become more "amphibious" in their means of transportation.

THE declaration can be made with assurance that best wishes will accompany the distinguished Walter Wellman on his would-be cross-ocean flight, regardless of those notable but not entirely satisfactory attempts to balloon over the pole.

It CAN be said in all sincerity that among northern people who are desirous of seeing a break in the solid South the great majority are moved by regard for the welfare of that section rather than by any partisan political consideration. It might be added with perfect safety that among the most earnest of those northerners who are hoping that the South shall declare her political independence are, almost, if not quite, as many Democrats as Republicans. From the northern outlook it is regrettable that the South as a section should cling to one-party, not because of the political effect of this extreme form of partisanship, but because it is hampering to the industrial expansion and social progress of some of the greatest states of the Union.

This is one side of the question. The other side calls for attention with especial directness and emphasis just now because of the effort being made to swing Tennessee over to the Republican column at the next election. The southern view of the matter, as voiced by the Memphis Commercial Appeal, is that the time has not arrived when the South may safely turn from the Democratic to the Republican party. Rather should the Republican party as it stands today go out of existence. It does not represent southern ideals, political, industrial, moral. In fact, at this very moment the Republican party, which is so anxious to obtain a foothold in the South, is in a state of revolt.

It is held that the Republican party does not understand the southern people, and that wherever in the South Republicanism has been given an opportunity it has proved itself unequal to it, and we have this in conclusion: "The local government of the southern states must be a Democratic government, if the civilization of the southern states is to remain."

It would be folly to overlook the fact that the South does not view the situation as it is viewed by northern eyes, but the South misunderstands the northern attitude in this connection if it assumes that the North would rather have it bound hand and foot to the Republican than to the Democratic party. The North does not want the South to be bound to any party. In an independent capacity politically it might be many thousand times more useful to itself and to the nation at large than it is now.

AFTER trailing lions on their native heath, Colonel Roosevelt does not hesitate to beard a Vice-President.

The Government and Oratory

ACCORDING to the annual report of the United States government printing office a total of 14,000,000 copies of speeches made in Congress were printed during the fiscal year ending June 30, 1910. In addition to this, millions of pamphlets and books were printed and bound in the bureau. It is mentioned as a fact worthy of attention and applause that while the output was practically the same as for the year before the cost was \$14,000 less. As a consequence of economical administration \$414,000 has been turned into the treasury as an unexpended balance.

Of course, there is another side to the matter. While Secretary of the Treasury MacVeagh undoubtedly is glad to get back this \$414,000, since it helps very considerably in reducing the deficit, there are many congressmen who may feel inclined to regret that they did not circulate more freely the numbers of the Congressional Record containing their speeches. The campaign is on at many points. It is coming rapidly at other points. It will soon be at its height everywhere. And wherever a lukewarm constituent is found, it is but natural that the congressman seeking reelection should attribute his lack of warmth to the fact that he had not been put on the free mailing list of the government printing office and had not, therefore, read all the candidate's speeches.

The unexpended balance of \$414,000 would have gone a long way, as congressional candidates view it, toward diffusing the oratory which arouses enthusiasm and makes votes throughout the country. Put away in one of the strong-boxes of the treasury all it can do is to help Mr. MacVeagh in the matter of increasing his balances. Not one in a million voters, so the candidates believe, will be influenced by the fact that it has not been used in printing and circulating congressional oratory, while if it had been so used it might have influenced thousands to remain regular or to become insurgent.

However, there is no help for it now. The unexpended balance of \$414,000 is safely and securely in the hands of Mr. MacVeagh. It cannot be touched for campaign purposes. Yet even if thousands who might have been moved by eloquence to insure or to stand pat are, perhaps, in an unsettled frame of mind and likely to become indifferent to the issues which are confronting the country, there is consolation in the fact that those who have already been supplied with the speeches of the congressmen are not likely now to receive duplicates through the mail.

ALREADY the colleges of the country are preparing for the opening of the school year with "the largest enrolment in the history of the institution." In the education of the young man or the young woman of today college training is becoming more than ever a matter of course.

IN DECLARING for tariff revision as the keynote of the Republican congressional campaign, President Taft furnishes a reminder of his eloquent statement that the Payne-Aldrich law was not claimed to be perfect.

IF IT is true, as reported, that "a penniless Italian" at Newburyport has discovered a means of providing lateral stability for aeroplanes, he has found at the same time, no doubt, a means for "raising the wind."

IN THE matter of governments Nicaragua appears to be once more off with the old and on with the new. All the world is hoping that the change will be decidedly for the better.

THE public need not be considered heartless because with the reported decrease in the price of spring wheat flour it seems to be rejoicing over the "fall" of its best friend.

POLITICIANS of the country are now carefully annotating for future reference "The Expressions of an Ex-Press-ident."

Tennessee and Republicanism

THOUGHTFUL men may excusably inquire whether the possibilities of aviation are unlimited when they review the advances in that art during the last half decade. The limitations, if they do exist, have not been reached, for new achievements are being recorded continually and the world hears with modified thrills of feats now less distinctive than the establishment of new competitive marks on the athletic field and race track, or the notable victories of ocean greyhounds over time and distance.

It is a far cry from the small experiments conducted by the Wright brothers years ago to the performance this week at Asbury Park, N. J., of Walter Brookins, who negotiated the smallest circle ever traveled by man in mid-air; but there was more general surprise and excitement at the initial discoveries of the Ohioans than is aroused by the five and one half seconds whirl of Brookins' machine around an imaginary pivot. And, too, Brookins' success in describing the circle depended primarily upon those first essentially crude demonstrations with the gliders and the later more highly perfected planes worked out by the humble but courageous Daytonians. Consequently, students of aviation may expect the development of more wonders at the Massachusetts aero meet next month, but interest now centers less in the flights themselves than in the useful purpose they are designed to serve.

What is the quality that has brought about this rapid development of navigation in a hitherto practically untried element? Surely the men whose intrepidity was responsible for what already is accomplished never lacked confidence. Without that attribute their efforts would have been neutralized at the start. They have met repeatedly and triumphed over peculiar and but slightly understood conditions. Their persistence has been rewarded generously already, but the world is yet to see performed feats of aviation that may bear such relation to those of the present as do the advanced problems of trigonometry to examples in simple arithmetic. The possibilities of the gas balloon as a carrier would seem to be questionable. Frailty has made such a craft the sport of every high wind encountered. Not so with the aeroplane. Witness Moissant's recent unparalleled flight across the English channel with a passenger, in the face of a gale. Recall the late exploits of other man-birds.

The elementary stage of aviation quite evidently is past. Henceforth man's energies will bend to the working out of the important but minor details of that art. Fear has disappeared as familiarity bred confidence in the air's susceptibility to control. Even boys are essaying flights without serious mishaps. So are women, who, Glenn Curtiss declares, seem to have no fear at all. It is recalled that people looked askance on the automobile when it first appeared. Now few hesitate to ride. With the same strong general confidence in the safety of the airship of the future, there is reason to expect that the overhead method of travel will become universally popular, closely cementing international ties, and man, ever progressing, turn to the solution of even more difficult problems.

IT WILL require a good many "tuppennies" to pay for the new quarter-mile extension of the London tube under that city's busiest financial and business section. The tube is to cost at the rate of \$5,000,000 a mile, but a system that will transport the thousands more expeditiously is deemed cheap at any price.

It is eloquently illustrative of the restlessness of the American people that no sooner have they disposed of one great question to their partial or entire satisfaction than they take up another. Hence there is nothing remarkable in the fact that during nearly the entire month of August a very large section of them have been discussing pie. Of course, in the domain of American dietetics there is scarcely a topic that can command greater attention from mountain, stream and seaside resorters during the month of August. Corned beef hash has its votaries; and brown bread and beans have their loyal adherents. There are those who will sit on a veranda for hours going over the whole question of rice pudding; many become attached during the vacation season because of a common affection for fried onions. But it would be within reason to say that all of these might properly be classed as partisans of the pie.

Lately many unfortunate hints have been dropped, many rumors circulated, with relation to the composition and contents of the pie. The various pure food movements have taken it in hand. People who through accident of birth have never become habituated to eating pie at breakfast have undertaken to speak about it and to write about it. Persons who are only occasional pie eaters, and therefore amateurs, have been reckless enough to enter upon an analysis. The United States government, which owes its existence in large measure to a pie-eating and pie-loving yeomanry, and its continuance and prosperity to their pie-eating and pie-loving descendants, has organized a bureau that devotes a great part of its attention to microscopical examinations of pie. In short, the pie has been in the hands of its enemies lately rather than in the hands of the consumers, with the result that it has suffered severely in reputation.

But there is one redeeming feature to the situation, namely, the exception of the homemade pie from even the breath of suspicion. No question has thus far been raised regarding the character of the homemade filling. It is admitted on all hands to be as dependable, as palatable, as nutritious and as uplifting as it was in colonial times. In fact, those who are most disposed to assail the pie of commerce are most disposed to extol the homemade article.

This is as it should be, even though thousands of young men who are fond of pie are without homes. The remedy, fortunately, is within their reach. If they love homemade pie as they should, and are in all other respects worthy citizens, they will lose no time in the matter of getting homes.

FRANCE is to have an aerial war game that will show whether aeroplanes serve better as scouts than dirigible balloons serve as cruisers. These peaceful projects grow more and more complicated.

WITH the approach of the American agricultural fair season, one observes that the plans for these pleasurable annual "shows" take on more and more state-wide characteristics.

Man in Mid-Air

The Latest Attack on Pie